license of the number of persons accompanying such person, and that he should be given distinctly to understand that should his followers be augmented at any time, or should he join any other company or gang, his license would be at once liable to cancellation.

5. In conclusion, the Governor General in Council wishes it to be clearly understood that the object of calling renewed attention to the matter is not to interfere with the movements of persons who are *bonâ fide* engaged in trade, but to protect the peaceable inhabitants of the country from the depredations of wandering gangs whose real object is rather larceny or plunder than legitimate trade.

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ORDER.—Ordered, that a copy of this Resolution, together with a copy of the correspondence cited in the preamble, be forwarded to Local Governments and Administrations for information and guidance, and to the Foreign Department for information and communication to Political and other authorities subordinate to that Department.

Ordered also, that the Resolution and the papers be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. P. MACDONNELL,

*Offg. Secretary to the Government of India.*

No. 1126 J., dated Calcutta, the 28th February 1885.

From—J. WARE-EDGAR, Esq., C.S.I., Officiating Secretary to the Government of Bengal, Judicial, Political and Appointment Departments.

To—The Secretary to the Government of India.

In accordance with your endorsement No. 264, dated 25th February, enclosing a telegram (herewith returned) from Daria Khan and his followers, I am directed to submit the following report.

2. About nine months ago, the attention of Government was drawn by police reports to the presence in Behar districts of a large number of Pathans. According to the police reports these men described themselves as being of Dera Ghazi Khan, visiting India for the purpose of trading in horses. They were estimated to number some 250 persons. Reports concerning them were received from Sarun, Durbhanga, Monghyr and Bhagulpore. They were stated to have no fixed abode, to be travelling under the authority of perwanahs granted to them by certain officers in the North-Western Provinces, and under the cover of horse-dealing to be practising various methods of extortion on the inhabitants of the places they visited. These Pathans travelled in several gangs, the number of which appears to be fluctuating. Daria Khan was reported to be the leader of one of the gangs. The Pathans subsequently visited Purneah, Maldah, Dinagepore, Bogra and Pubna. They were everywhere watched by the police.

3. In September last, under orders of the Inspector General of Police, a gang of these Pathans was stopped by the police in Pubna, and examined as to whether they were inhabitants of British India or not. Twenty of the men stated that they were inhabitants of "Rajhan in Khelat in the elaka of the Khan, but having no fixed abode. In Khelat which is under the control of the Khan, there is a British Resident." Rajhan they described as being in the hills, 30 miles distant from the district of Dera Ghazi Khan. The Inspector General of Police then represented to Government that this particular gang had committed many depredations and much harassed the villages on which the gang quartered themselves, and on his application the Lieutenant-Governor, by an order in writing under section 3, Act III of 1864, dated 4th December, directed that these foreigners should remove themselves from British India *viâ* Bogra, Maldah, Bhagulpore, Monghyr and Dinapore. The Government of the North-Western Provinces were at the same time addressed, informed that a police escort would accompany the men either to Buxar or the Karamnassa, and requested to issue necessary instructions to have the band passed on towards Khelat. On the 16th December, on the suggestion of the Magistrate of Dacca, the route was changed to one *viâ* Goalundo, Moorshedabad, Rajmehal and Bhagulpore. The gang was escorted by the police to Goalundo. Shortly after leaving that place, however, they got away from the police and appear to have joined other bands of Pathans.

4. Of those who escaped, one party appears to have come down south to the neighbourhood of Barrackpore, and under Subhan Khan to have joined the band of Daria Khan at Ampta. At any rate, it is certain that these two bands entered the district of Midnapore together at the beginning of this month. On their arrival at Midnapore, the band of Subhan Khan was, on being identified by the Inspector of Police, who had previously been in charge of all the foreigners whose deportation was ordered, separated from that of Daria Khan, and despatched under a police escort towards Synthia. Daria Khan was

informed that he was at liberty to march where he liked, so long as he committed no depredation. But further enquiries are being made about him and his followers in Dera Ghazi Khan. It is to the separation from the party of Daria Khan of the Pathans who are under orders of deportation that the telegram under report refers.

5. With regard to Daria Khan, I am to say that the Lieutenant-Governor received a petition purporting to be sent by a person of that name at the end of last December. In the petition it was stated that the petitioner and his party had come from Dera Ghazi Khan to Bengal with horses and ponies for the purpose of carrying on trade, and the petitioners prayed that the police would not molest them. Attached to the petition was a paper purporting to be a copy of a certificate signed by R. A. Cole, Bengal Staff Corps, Station Staff Officer at Erinpura, to the effect that Daria Khan, merchant and horse-dealer from Dera Ghazi Khan, with about 150 followers, had camped near Erinpura for five or six days, and that their behaviour had been orderly. This Mr. Cole is apparently the gentleman referred to in the telegram. The petition, which was addressed from Calcutta, was sent to the Commissioner of Police, Calcutta, for report. In reply, it was stated that Daria Khan had applied to the Commissioner of Police for a license for arms and a rahdari perwannah to Madras *viâ* Midnapore and Balasore. On consideration of the unfavourable reports regarding Daria Khan, the grant of the perwannah was refused. As stated in the last paragraph, Daria Khan went at the beginning of this month to Midnapore. Thence the Lieutenant-Governor received from him two telegrams complaining of the separation of his party and alleging oppression by the police.

6. Daria Khan appears to be the chief leader of the Pathans. He and his party first entered Sarun from Goruckpore in the North-Western Provinces about May last, and the police reports have throughout been unfavourable regarding him and his men. There have been complaints against them of extorting money by threats from women and timid people, dealing in false precious stones, and of grazing their ponies on the crops of the villagers. Daria Khan himself and two of his party were tried on the 10th December last in Nuddea for culpable homicide. They were acquitted, because the witnesses either would not or could not speak positively as to the identity of the accused. There is, however, no doubt that one or some of the band did commit the murder.

7. I am to say that careful inquiry was made as to the country from which those Pathans came regarding whom orders of deportation were issued. They described themselves as foreigners and as subjects of the Khan of Khelat, and not British subjects. As they described their residence as being 30 miles from the District of Dera Ghazi Khan, in the hills, a reference was made to the District Superintendent of Police of Dera Ghazi Khan. In reply, he stated "nothing is known in this district of the members of the gang mentioned, nor can any substantial information be obtained regarding their arrival in Dera Ghazi Khan. From their habits, appearance, and mode of living, it would seem that they are either Khorasani or Irani gypsies, called sometimes Kuchianis."

8. There has been no vexatious or unnecessary interference with the men originally belonging to the gang of Daria Khan, but orders have been given to the police to watch their proceedings strictly. They have caused great annoyance to the inhabitants of the districts through which they have passed, and certainly in no respect have earned the character of being peaceable traders. It is probable that they are wandering gypsies from beyond the north-west frontier of India, but, pending the receipt of further information, Sir Rivers Thompson is unwilling to deport them in a body under the Act.

No. 2307, dated Ootacamund, the 1st September 1885.

From—The Honourable E. F. WEBSTER, Chief Secretary to the Government of Madras.

To—The Secretary to the Government of India, Foreign Department.

I am directed to forward, for the consideration of His Excellency the Governor General in Council, the marginally noted Proceedings of this Government regarding certain wandering gangs describing themselves as Beluchis, who appeared recently in the northern districts of this Presidency.

G.O., 31st July 1885, No. 1990.

2. These vagrant bands appear to have entered the Ganjam District from Cuttack, and their arrival in this Presidency was at once marked by a succession of criminal occurrences. They had in their possession passports of various dates, which, so far as they can be deciphered, appear to be of little value as evidence of nationality or for any other useful purpose. I am directed to enclose a gun-license, taken from Daria Khan, one of the leaders of the gang, purporting to have been granted on the 14th May 1885, by the Magistrate of Pooree, in contravention, it would seem, of the express orders of the Government of India as contained in the resolution noted in the margin. It is in the opinion of His Excellency in Council, through inattention to these instructions, that these people have been enabled to penetrate so far south. The action of each district officer appears to have been directed merely to hurrying on the gang as quickly as possible out of his own jurisdiction, and His Excellency in Council would, therefore, suggest the advisability of positive instructions being reiterated to the Governments of the Northern Presidencies to carefully attend to the instructions laid down by the Government of India to which reference is made above.

Resolution, dated 20th May 1879, No. 29-989.

*Extract from the Proceedings of the Government of Madras in the Judicial Department,—No. 1990, dated the 31st July 1885.*

Read again the following paper :—

G. O., dated 9th June 1885, Miscellaneous No. 1526, Judicial.

Read the following—

Telegram dated Chatrapur, the 5th June 1885.

From—The District Magistrate, Ganjam.

To—The Chief Secretary to the Government of Madras.

Two gangs, numbering 38 and 45, respectively, entered district from Bengal side. They declare that they came from Dera Ghazi Khan, but Commissioner, Cuttack, styles one gang Beluchis, whilst Inspector General, Police, Bengal, has apparently treated them as British subjects furnishing escort. They are provided with numerous passes and also three gun licenses, but I have notwithstanding ordered disarmament, as already complaints of violence and plunder made. I believe gangs to be identical with those who wandered through the country in 1882—*vide* G. O. No. 506 of 19th June. They wish to proceed *viâ* Vizagapatam to Madras. Have warned Mr. Turner.

ORDER THEREON.

The following telegram will be sent to the District Magistrate, Ganjam :—

"Your telegram fifth. Your action approved. Forward passes said to have been given to gang."

(True Extract.)

E. F. WEBSTER,

*Chief Secretary to the Government of Madras.*

Copy to the Inspector General of Police.

Read also the following papers :—

No. 1794, dated Chatrapur, the 4th June 1885.

From—J. G. HORSFALL, Esq., District Magistrate of Ganjam.

To—The Chief Secretary to the Government of Madras.

I have the honour to report that a party of Beluchis, consisting of 13 men, 9 women, and 16 children, arrived here from Cuttack yesterday morning, *viâ* Rawbha. Another gang, said to number 80 persons, arrived at Kalingapodoro in the Kurcholi muttah of the Goomsur taluk on the 1st instant.

2. The arrival of these gangs in the district has spread alarm and consternation among the people. At Rawbha it is reported that the shops were all closed, and at Buguda in Goomsur it is reported that housebreaking with violence has been committed, and a strong body of police has had to be despatched there to inquire into the offence and make arrests if necessary.

3. Daria Khan, the leader of the gang which arrived here, possessed a double-barrelled rifle. As it is unadvisable that such gangs of wild characters as these appear to be should be allowed to proceed with arms through this and adjoining districts, their presence in itself being a terror to the people, I have directed that the above gun be seized and detained here.

4. The Magistrates of Balasore and Pooree appear to have granted licenses to Daria Khan to possess arms contrary to the directions contained in paragraph 53 of the resolution of the Government of India, communicated with G.O., 2nd July 1879, No. 1552. The two licenses presented before me are enclosed for the information of Government.

5. I may mention that timely intimation was given me by the Commissioner of Cuttack of the advent of the smaller gang, but that I received no warning regarding the larger gang which has entered the districts suddenly by an unfrequented road, and would seem from the reports received to have at once broken out into acts of violence and lawlessness. I have communicated to the District Magistrate, Vizagapatam, the movements of the two gangs.

6. Though claiming to be Beluchis, I consider that they are the identical people who came down some four years ago and claimed to be Scindis. They have with them for sale nothing but a few English pocket-knives, and, what they call stones (probably glass), and a lot of ponies, but nothing of any value.

No. 376, dated Russellkonda, the 4th June 1885.

From—M. R. Ry. A. Suryanarayana, General Deputy Magistrate of Ganjam.

To—The District Magistrate of Ganjam.

In continuation of my letter, dated 2nd instant, No. 366, I have the honour to report that Mr. Inspector Lever met the gang of Mussulmans at Ballisayi on the evening of the 2nd instant, and on the 3rd accompanied them to Kullada, where they remained that day. The gang arrived at Russellkonda this morning and encamped in a tope about half a mile from the town. They intend to halt here to-morrow, and then march to the next stage "Gangupur" *en route* to Berhampore.

2. The headman of the gang and five others just came to my Office and showed me passports detailed in the enclosed list and several others obtained from the authorities in Native States. These show that they are peaceable traders.

3. It appears that these are Scindis or Punjabis residing in Dera Ghazi Khan district. They were travelling through several Native States in Upper India, and also through North Canara, Tanjore, Mysore, Bangalore, Calcutta, and Central Provinces from some years back for the purpose of trade. They have brought with them different kinds of false stones, pearls, penknives and other miscellaneous articles, and are exposing them for sale to the public at Russellkonda. The gang consists of—

| | |
|---|---|
| Men | 12 |
| Women | 13 |
| Boys | 10 |
| Girls | 10 |
| Total | 45 |
| Ponies | 25 |
| Guns | 2 |

They got a license for these guns from the Joint Magistrate of Howrah. The license is dated 8th January 1885, and is current till 31st December next. They are also accompanied by four constables of the Gurjat police.

4. They state that they intend going by land to Madras *viâ* Berhampore, Vizagapatam, Godavari, Kistna, and Nellore districts for purpose of trade.

5. They have not produced any passport from Government to pass through the Madras Presidency, but from the endorsement,* dated 13th March 1885, given by the District Magistrate of Burdwan, it appears that the orders of the Inspector General, Bengal, are that "they should be allowed to go where they please, the police, however, keeping an eye on them. They appear to be inoffensive traders, and say they belong to district Dera Ghazi Khan."

* Copy enclosed.

6. The Assistant Superintendent of Tributary Mahals (Gurjat Police) certifies, on 13th May 1885, to the effect that "these persons are travelling through these tributary mahals, and are now going to Berhampore. They have permission of Government to travel under police surveillance; this police guard should be relieved at the next district they go to." This shows that these people have permission of Bengal Government to go to Berhampore. But as I have received no orders from you, I am doubtful whether I may allow this gang to pass on to Berhampore under police surveillance.

7. They ask me for a passport and a police guard of one head constable and four constables, as they have also much money with them; but object to the deputation of Police Inspector to accompany them, saying that he would give them trouble. If they are allowed to pass on to Berhampore, I think it better to send an Inspector with a few constables along with them to Berhampore, so that they may not give any trouble to the villagers on their way. I respectfully solicit early orders, as these people say that they cannot stay here more than two days.

8. As regards the Kalingapodoro affair, Mr. Lever reports that some of the women of the gang quarrelled with the Panos of the place on account of some fowls, and each party received a beating from the other. He further reports that one Komati Narayana Patro of Gayagonda complained to him that the women belonging to the gang entered his house and carried away Rs. 60 in cash, a cloth, brass-pot, and some sugar. The matter is under investigation by the police, and if there is sufficient evidence, the offenders will be dealt with according to law.

Dated Soory, the 13th March 1885.

Endorsed by the District Magistrate of Soory on application for a copy.

Copy of departmental order cannot be given. The petitioner and his companions are going *viâ* Ranchee to trade. The Inspector General's orders are that they should be allowed to go where they place,* the police, however, keeping an eye on them; they appear to be inoffensive traders, and say they belong to district Dera Ghazi Khan.

* *Sic* in original.

CERTIFICATE.

Mirza Ali Muhammad Beg and party of men, women, and children, in all 45 persons, are travelling through these tributary mahals, and are now going to Berhampore. They have permission of Government to travel under police surveillance; this police guard should be relieved at the next district they go to.

CAMP ANGUL;
*13th May 1885.*

*Assistant Superintendent of Police, Gurjat Police.*

No. 1820, dated Chatrapur, the 5th June 1885.

Endorsed by the District Magistrate.

Submitted to Government in continuation of my letter of 4th June 1885, No. 1794, and my telegram of this date. I have issued warrant to seize all arms in their possession, and instructed the General Deputy Magistrate to act in accordance with the rules laid down in paragraph 53 of G. O., 2nd July 1879, No. 1552, Judicial Department, treating them as aliens.

No. 2004, dated Chatrapur, the 16th June 1885.

From—J. G. HORSFALL, Esq., District Magistrate of Ganjam.

To—The Chief Secretary to the Government of Madras.

As directed in Government telegram of the 9th instant, I have the honour to forward 29 passes obtained from Daria Khan, the leader of the gang which passed through Chatrapur and which is now at Berhampore, and 2 gun licenses and 5 passes obtained from the gang which entered the district through Kurcholi.

2. The gang under the command of Daria Khan appear to be in a hurry to proceed to Russelkonda and join the other party there. The Superintendent of Police reports that he has reason to believe that they intend, if allowed, to go on together to Hyderabad *viâ* Balliguda, Kalahandi, &c. I have therefore issued orders (as Agent to Governor) that the gang should not be permitted to travel *viâ* Balliguda.

3. The Assistant Superintendent of Police, Gurjat Mahals, writes to the Superintendent of this District that "during their passage through the Tributary States of Orissa they gave a good deal of trouble to some of the Rajahs in whose States

they were, by quarrelling with the amla about payment of supplies and by thefts said to have been committed by their women."

4. His report only reached the Superintendent of Police after the gang had entered this district.

Miscellaneous No. 1916, dated Octacamund, the 23rd July 1885.

Ordered, that the following telegram be despatched to District Magistrate, Ganjam :—

"Your letter, 16th June, No. 2004. Report where Biluchi gangs now are. Government propose to order deportation as aliens, therefore their progress should be stopped."

E. F. WEBSTER,

*Chief Secretary to the Government of Madras.*

No. 2186, dated Chatrapur, the 26th June 1885.

From—J. G. HORSFALL, Esq., District Magistrate of Ganjam.

To—The Chief Secretary to the Government of Madras.

In continuation of my letters noted in the margin, I have the honour to state that another gang, consisting of 10 men, 19 women, and 11 children, who call themselves natives of Hyderabad (Scinde?), arrived at Kurcholi in the Goomsur taluk on the 20th instant from Sambulpur, accompanied by a fourth grade head constable and a constable of the reserve police of that district. These are, no doubt, another party of the two previous gangs.

1. Letter No. 1794, dated 4th June 1885.
2. Communication No. 1820, dated 5th June 1885.
3. Telegram No. 1821, dated 5th June 1885.
4. Letter No. 2004, dated 16th June 1885.

2. Besides the above, four men, who also style themselves natives of Hyderabad, joined the Russelkonda gang of the Biluchis on the 21st and 22nd *viâ* Baguda, Bellugunta, and Aska. The whole gang proposes to start for Vizianagram *viâ* Sergada and Pattupur.

3. The total number of Biluchis and persons styling themselves natives of Hyderabad amounts to 127 as shewn below, including women and children :—

| | Men. | Women. | Children. | Total. |
|---|---|---|---|---|
| Biluchis, as per my letter No. 1794, dated 4th June 1885 ... ... ... | 13 | 9 | 16 | 38 |
| Biluchis, as per General Deputy Magistrate's letter No. 376, dated 4th June, forwarded with my endorsement No. 1820, dated 5th idem ... | 12 | 13 | 20 | 45 |
| Hyderabad people as now reported ... | 14 | 19 | 11 | 44 |
| Total ... | 39 | 41 | 47 | 127 |

No. 4155, dated Coonoor, the 14th July 1885.

From—Colonel H. D. CLOETE, Inspector General of Police.

To—The Chief Secretary to the Government of Madras.

With reference to my remarks on confidential monthly report, dated 1st July, I have now the honour to forward the report of the Superintendent of Police, Ganjam, on the Biluchi gangs that entered this Presidency last month. They are a turbulent and unruly set of people, who cause great annoyance to the timid and peaceful inhabitants of this Presidency, and it seems very objectionable that they should be allowed to wander about at will with fire-arms and protected by passes.

2. The inhabitants of this Presidency are not accustomed to deal with such people, the consequence is that, where there are no police at hand, they rob and bully the villagers, and are a perfect pest. They are not British subjects or it might be said that it would be interference with their liberty to prevent them travelling through India. They are, in my judgment, nothing more than vagrants provided with a certain amount of rubbish to give a clock to their being considered travelling merchants.

No. 352, dated Chatrapur, the 14th June 1885.

From—H. T. Ross, Esq., Superintendent of Police.

To—The Assistant Inspector General of Police (through the Deputy Inspector General of Police), Madras.

In continuation of my telegram of the 5th instant, I have the honour to submit the following report.

2. On the 1st instant District Magistrate, Ganjam, informed me of the expected arrival of a gang of Biluchis (copy of letter A attached); I at once sent information to all Inspectors concerned.

3. On the 1st instant the Inspector of Police, Ganjam Division, reported the arrival on the 30th ultimo at Panditgam (5 miles this side of Bengal frontier) of a gang of Biluchis consisting of 13 males, 9 females, and 16 children, in all 38. They proceeded to Kalikot (the head-quarters of the zemindar) on the 31st idem under police escort; on the 1st instant to Rawbha; on the 2nd to Chatrapur, where they remained until the 6th, and then went on to Berhampore, where they are at present.

4. Whilst at Chatrapur the District Magistrate issued a warrant for the seizure of a licensed double-barrelled gun found with the leader of the gang. The gun was seized, but the Magistrate subsequently returned it on condition of its being sold to the Kalikot Rajah who had expressed a wish to buy it.

5. This portion of gang has been giving no trouble whatever in the district; the members profess to be itinerating merchants, and have with them a large stock of penknives, false pearls, gold mohurs, &c.

6. The leader states that the whole gang, of which the present number is but a portion, consists of 150 members; that they left Biluchistan about two years ago, and travelled together as far as Cuttack, visiting Calcutta, Balasore, and Midnapur, where they divided into two gangs—one going into the interior towards Sumbulpore, and the other followed the trunk road arranging to meet at Berhampore in this district. The name of leader is Daria Khan. He says he and his party belong to Dehra Ghazi Khan in Biluchistan.

Dehra Ghazi Khan is in the Punjab.
C. A. P.

7. On the 3rd instant I received a report from Inspector Lever at Russellkonda to the effect that the Baroda station officer had sent him information of the arrival, on the 1st instant at Kalingapodoro (a Pano village, 20 miles north-east of Russellkonda), of a gang of about 80 Muhammadans who had demanded food from the villagers, entered their houses, assaulted and looted them of their fowls, &c.

8. The Inspector immediately started for the village and met the gang on the night of the 2nd at Bullichage. Mirza Muhammad Ali Beg and Mirza Kyser Beg, the two headmen of the gang, on being questioned stated they were natives of Dehra Ghazi Khan, and it is evident that they are members of the same gang now at Berhampore. A double-barrelled rifle and a fowling piece were found with them. These have subsequently been seized. This party was accompanied by four constables of Ongul (Gurjat district) and possessed a pass from the Assistant Superintendent of Police, Ongul (Gurjat district), dated 13th ultimo, in which it was stated that the gang had been permitted by Government to travel through the tributary mahals on their way to Berhampore under police surveillance, and that the guard should be relieved at the next district.

9. Regarding the numerous complaints made by the villagers, these four Bengal constables state that "they were in close attendance on the gang since it left Ongul, and did not notice or hear of any irregularity having been committed by them." I have called upon the Inspector for a further report regarding this matter. No intimation of the coming of this gang was sent me by the Gurjat district authorities, the first information we received of their presence was from villagers coming in with complaints. Besides the cases above mentioned a Komati of Gayagondal stated that the women of the gang broke into his shop on the morning of the 1st while passing through the village, stole Rs. 50 in cash, four gold-bladed necklaces to the value of Rs. 120, and a piece of loaf-sugar. These complaints are under inquiry.

10. The gang is found to be actually 45 strong, and is now at Russellkonda, where it will remain pending the disposal of the above charges.

11. It is believed that one of the leaders, Mirza Muhammad Ali Beg named above, was fined, some years ago (1882), Rs. 1,000 at Vizagapatam by the District Magistrate for keeping in his possession a gun without license.

12. Since writing the above, the charges against the various members of the gang have been inquired into.

13. I attach a statement giving particulars of each case.

14. The Police Inspector reports that the evidence in almost all the charges disclosed facts seriously complicating the police constables who accompanied the gang from Ongul.

15. In one case it is stated that the first-class constable in charge of the escort urged the villagers to pay up on the head of the gang threatening to loot and burn down the village if his demands were not met.

16. This constable, as might be expected, was cited as a witness for the defence in nearly all the cases charged, and, of course, the evidence was in favour of the parties citing him.

17. I will report further regarding the Ongul constables as soon as I receive the Deputy Magistrate's proceedings.

18. I have just received an order to obtain and forward to the District Magistrate all the passes granted by the Bengal authorities found in possession of the Biluchis.

I attach copy of a letter received yesterday from the Assistant Superintendent of Police, Gurjat mahals—*vide* B.

Dated the 17th June 1885.

Received and forwarded.

C. A. PORTEOUS, *Lt.-Colonel,*
*Deputy Inspector General of Police.*

A.

No. 441, dated Cuttack, the 23rd April 1885.

From—C. F. METCALF, Esq., C.S.I., Commissioner of the Orissa Division.

To—The Collector of Ganjam.

I have the honour to inform you of the arrival of a party of Biluchi travelling merchants bound for Madras, consisting of 13 men, 9 women, and 14 children. They have 19 horses with them and two rifles and are likely to leave Cuttack soon. I have written to the Magistrates of Cuttack and Pooree to depute police to see them out of their respective districts, and beg to warn you of the coming of these men. The leader of the party is a man named Daria Khan.

No. 1275, dated Chatrapur, the 30th April 1885.

Endorsed by the Collector and Magistrate.

Copy forwarded to the Superintendent of Police, who is requested to keep a sharp look-out upon the immigrants. Any offences committed should be at once reported and the offenders prosecuted against rigorously. Any arms found should be seized under the Arms Act, if not protected by licenses.

B.

No. 330, dated Cuttack, the 8th June 1885.

From—A. B. BARNARD, Esq., Assistant Superintendent of Police.

To—The District Superintendent of Police, Ganjam.

I have the honour to inform you that, on the 3rd instant, a party of "Khelaties," headed by one Mirza Ali Muhammad Beg, entered your district and was made over to your police. These men have been travelling through Bengal with the permission of the Inspector General of Police, Lower Provinces, whose orders were that they should be watched, but not restrained by the police under whose surveillance they should be passed on from district to district. They are said to be travelling for the purpose of dealing in pearls, cutlery, and horses, but during their passage through the Tributary States of Orissa, they gave a good deal of trouble to some of the Rajas, in whose States they were, by quarrelling with the amla about payment of supplies and by thefts said to have been committed by their women.

Telegram dated Chatrapur, the 26th July 1885.

From—District Magistrate, Ganjam.

To—Chief Secretary, Madras.

Biluchis are at Guzratipet, Vizagapatam district. Their progress stopped. Have telegraphed to District Magistrate, Vizagapatam.

ORDER THEREON.

On the 5th of June the District Magistrate, Ganjam, telegraphed the arrival in his district of two wandering gangs described by the Commissioner of Cuttack as Beluchis, but furnished with escort, passes, and gun licenses. The Magistrate reported that he had ordered disarmament, and approval of his action in this respect was communicated to him by wire, and the receipt of further information awaited. This has now been furnished in the letters read above. It appears that three gangs have entered this Presidency, numbering in all 127 persons including women and children. Two parties called themselves Biluchis, but stated that they came from Dera Ghazi Khan in the Punjab; the third band describe themselves as natives of Hyderabad in Scinde, and state that trade is the object of their journey. They have in their possession different kinds of false jewels, pocket-knives, pearls, and other miscellaneous articles, which they offer for sale. Their entry into this Presidency was at once marked by disturbances. At Rawbha shops were all closed, and at Buguda house-breakings are reported to have been committed by them. Numerous complaints of theft and other offences are reported in the enclosures to the Inspector General of Police's report. Several fire-arms were found with them, and most of these have been seized by the local authorities.

2. It is clear from their actions in this Presidency, as well as from the proceedings of the Magistrate of Balasore, dated 24th March 1885, and the letter of the Assistant Superintendent of Police, Gurjat Mahals, dated 8th June 1885, that these gangs of foreigners are turbulent and dangerous to the public peace, and it is highly desirable to prevent them from wandering further into this Presidency.

3. There is reason to believe that the three gangs are connected, and that they entered the Northern Circars of this Presidency in the year 1882, and then stated that they belonged to Hyderabad in Scinde. From inquiries then made it was ascertained that the men were not known at the places mentioned by them, and the order of this Government then passed declared them to be "clearly *foreign* vagrants;" His Excellency the Governor in Council has no hesitation, therefore, in treating all three of the present gangs as foreigners.

4. The gangs have now entered the Vizagapatam district, and the question of their future disposal must be decided. His Excellency in Council resolves to order, under the provisions of Act III of 1864, section 3, that these gangs of foreign vagrants shall remove themselves from the territories belonging to the Madras Presidency by the shortest route leading towards their home beyond the north-west frontier of British India. The following telegram will accordingly be despatched to the District Magistrate, Vizagapatam:—

"Three gangs of Biluchis, total 127 persons now at Guzratipet. Government orders them under section 3, Act III of 1864, to remove themselves from Presidency by northern route. Inform them of penalty under section 4 in case of neglect or refusal. Communicate with Agent, Ganjam, and report result to Government."

5. The Government of India will be addressed regarding the action of the Bengal authorities in furnishing these gangs with passes and police escort.

(True Extract.)

E. F. WEBSTER,

*Chief Secretary to the Government of Madras.*

To the District Magistrate, Ganjam.
" " " Vizagapatam.
Inspector General of Police.

# FORM IX.

৯ নং পাঠ।

(Fee 4 annas paid.)

No. 2 for 1885.

Fee four annas for each weapon payable in stamps for licenses granted in British India; free of all fee for licences granted by Political Agents to subjects of Native States.

ব্রিটিষ ভারতবর্ষমধ্যে প্রদত্ত লাইসেন্স জন্য অস্ত্র প্রতি চারি আনা ইষ্টাম্প দ্বারা দিতে হইবে, দেশীয় রাজ্যাধিকারের প্রজাদিগকে পলিটিকাল এজেণ্ট সাহেবেরা যে লাইসেন্স দেন তজ্জন্য কোন ফী দিতে হইবে না।

## *LICENSE to go armed on a journey.*

## পথে গমন সময়ে অস্ত্রধারী হইয়া যাইবার লাইসেন্স।

| Name, &c., of license-holder, with particulars of his residence. বাসস্থানের বিশেষ বিবরণ সহিত লাইসেন্সধারির নাম প্রভৃতি। | Number of retainers, if any, who may be covered by the license (Rule 23). লাইসেন্স বলে অনুচর সঙ্গে রাখা যাইতে পারিলে, তাহাদের সংখ্যা (২৩ বিধি)। | Description of arms and ammunition covered by this license. লাইসেন্সমত অস্ত্র ও বারুদাদির বিবরণ। | Place of departure, route, and destination of journey. যে স্থান হইতে, যে পথ দিয়া, যে থানে গমন করিতে হইবে। | Time which journey will probably take. পথে সম্ভবতঃ যে সময় লাগিবে। | Date from which, and to which, the license is valid. যে তারিখ অবধি যে তারিখ পর্য্যন্ত লাইসেন্স প্রবল থাকিবে। |
|---|---|---|---|---|---|
| Daria Khan, son of Nurdin Khan, of Rozan, Purgunna Jal, Zillah Dera Ghazi Khan. | (2) Two retainers. | One double barrelled C. F. B. L. shot-gun. | From Khorda in the District of Pooree to Dera Ghazi Khan in Punjab, *viâ* Berhampore, Sikakol, Rajbandari, Vizagapatam, Madras, Tanjore, Trichinopolly, Tinnevelly, Palgat, Coimbatore, Bangalore, Hyderabad and Marwar (Jodhpur), in Rajpootana. | Eight months. | From the 15th day of May 1885 to the 31st day of December 1885.<br>১৮ সালের তারিখ অবধি<br>১৮ সালের তারিখ পর্য্যন্ত<br>The B. L. gun has been exchanged for a muzzle loading one to Mr. W. C. Taylor, Deputy Magistrate, Khordah, Pooree Division.<br>R. GUISE,<br>*District Superintendent of Police.*<br>*24th May 1885.* |

POOREE MAGISTRACY;
*The 14th of May 1885.*
এর।
১৮ সাল।

Seal.
মোহর

R. PORCH,
*Magistrate of Pooree District.*
জিলার
*Orissa.*

This license covers only the persons and the arms named therein, unless it is certified to cover retainers of the holder.

It is granted subject to the provisions of the period named therein.

It is granted subject to the provisions of the "Indian Arms Act, 1878," and the rules framed thereunder.

It does not permit holders to go armed in railway carriages, to fairs, religious processions, or other public assemblages.

This license is to be given up to the Magistrate of the district where the journey ends.

এই লাইসেন্সপত্রে লাইসেন্সধারির অনুচরদিগকে গণ্য করিবার সার্টিফিকেট দেওয়া না গেলে, এতদুল্লিখিত ব্যক্তিবর্গ ও অস্ত্র মাত্র এই লাইসেন্সের অন্তর্গত বলিয়া গণ্য হইবে।

এই লাইসেন্স এতল্লিখিত মিয়াদের নিয়মাধীনে প্রদত্ত হইল।

এই লাইসেন্স "ভারতবর্ষীয় অস্ত্রবিষয়ক ১৮৭৭ সালের আইনের" ও তৎক্রমে প্রণীত বিধির বিধানের নিয়মাধীনে প্রদত্ত হইল।

লাইসেন্সধারিরা এতদ্দ্বারা রেলের গাড়ীতে, কি মেলায়, কি ধর্ম্মসংক্রান্ত লোকযাত্রায়, কি অন্য সাধারণ জনসমাগমে অস্ত্রধারী হইয়া যাইবার অনুমতি পাইতেছেন না।

যে জিলায় গমন শেষ হয় সেই জিলার মাজিষ্ট্রেট সাহেবের হস্তে এই লাইসেন্স দিতে হইবে।

No. 2793, dated Ootacamund, the 14th October 1885.

From—The Chief Secretary to the Government of Madras.

To—The Secretary to the Government of India, Home Department.

With reference to your letter, dated 17th September 1885, No. 320, regarding the wandering gangs of Biluchis who lately visited this Presidency, I am directed to refer you to the marginally noted letter which was addressed to the Government of India upon the subject.

1st September 1885, No. 2307.

2. No correspondence has taken place between this Government and the Government of Bengal in connection with the matter, but the passes found with the Biluchis, which had been granted by certain district officers in Bengal, have been ordered to be returned to the Bengal Government.

3. With reference to your inquiry regarding the results of the inquiry made into the conduct of the police constables who accompanied the gangs in question from Ongul, I am directed to state that the District Magistrate of Ganjam has not furnished any report upon the subject. The Police, in question, were Bengal Police, and doubtless the police authorities in Ganjam have reported the matter to the Superintendent of Police in Gurjat district, from which district the gangs were sent into Ganjam. A report upon the subject will, however, be called for from the Inspector General of Police.

No. 4158—203, dated Nagpur, the 28th October 1885.

From—F. C. Anderson, Esq., Officiating Secretary to the Chief Commissioner, Central Provinces.

To—The Secretary to the Government of India, Home Department.

I am directed to forward, for the information of His Excellency the Governor General in Council, a copy of letter No. 6134, dated

11th instant, from the Commissioner, Chhattisgarh Division, with copy of the letter referred to therein from the Deputy Commissioner of Sambulpur regarding wandering gangs of Beluchis. It appears from order No. 1990 (Judicial), dated 31st July last, passed by the Madras Government, that the case has been reported to the Government of India by the Madras authorities, and I am to say that the Chief Commissioner would be glad if he were furnished with a copy of any orders that may be passed on it by the Supreme Government. It is perhaps hardly necessary for the Chief Commissioner to point out that the deportation of large numbers of so-called Beluchis through the Central Provinces must cause considerable inconvenience and entail some expense.

No. 6134, dated Camp Bilaspur, the 11th October 1885.

From—The Commissioner, Chhattisgarh Division.

To—The Secretary to the Chief Commissioner of the Central Provinces.

I have the honour to forward, for the orders of the Chief Commissioner, the accompanying copy of letter from the Deputy Commissioner, Sambalpur, No. 4378, dated 5th instant, with enclosures* in original, suggesting that uniform action be followed by Local Governments in the treatment of gangs of Beluchis or Khelatis, who, from time to time, wander about the country, being regarded sometimes as peaceable traders, and at others as marauders preying upon the people. In the present instance it will be seen that certain gangs were allowed to go through Bengal protected by passes and escort, only to be regarded as turbulent and dangerous on entering the Madras Presidency, and deported as foreign vagrants under Act III of 1864. The gangs now deported from Madras will be escorted through the Central Provinces districts, but the question submitted for consideration is the possibility of arrangements being made to ensure for the future a uniform treatment of these people either as peaceable traders or as foreign vagrants.

* To be returned.

No. 4378, dated the 5th October 1885.

From—J. P. Goodridge, Esq., Deputy Commissioner, Sambalpur.

To—The Commissioner, Chhattisgarh Division.

I think it advisable to bring to the notice of the Chief Commissioner and yourself the movements of certain gangs of persons known as Khelatis or Beluchis.

2. In June or July last two such gangs passed through this district coming from the district of Lohardugga and the States of the South-West Agency. These men were accompanied by an escort of Bengal Police, and were in possession of rahdari parwannahs or safe passes granted to them by the Bengal authorities. Secretary to Chief Commissioner's Book Circular X of 1879 having forbidden the issuing of such passports and the detailing of a police guard to escort these gangs about, and having also directed that they should be treated either as ordinary traders and travellers, in which case they should not be molested, but only watched if in large numbers, or they should be deported if they misconducted themselves by oppressing or robbing the people. The District Superintendent of Police was directed to make an enquiry into their antecedents and present behaviour. The enquiry elicited the fact that they had passed peaceably through the districts of the Chota Nagpur country selling their wares, and that since their arrival in this district no complaints had been made against them. They sold a large quantity of imitation pearls and pocket knives of British manufacture, and after remaining here several weeks left on their way to Cuttack. At their departure they were very anxious to obtain rahdari parwannahs similar to those with which they had entered the district, and police escorts to protect and assist them on their way.

The instructions issued to the District Superintendent of Police were not to grant any such passes or escorts but to have them closely watched by one or more trustworthy constables, and so long as they conducted themselves in an orderly manner they should not be molested. If, however, they acted in a lawless or oppressive manner to the people, they were to be arrested, and the matter reported with a view to their deportation. Similar instructions were issued to the Feudatory Chief of Sonepur through whose State they passed on their way to the Gurjat Tributary Mehals. The second gang proceeded in the Raipur direction also withou an escort or passes.

The District Superintendent of Police and the Chief of Sonepur subsequently informed me that they had conducted themselves in a peaceable manner, and had taken the route indicated by them to Cuttack.

And attached to this letter is the report of the District Superintendent of Police regarding these people which gives a good description of the men who visited this district this year, and their conduct while here.

3. I have now received information from the Commissioner of Orissa that several gangs of the same class of men styled Beluchis who had been travelling about in the Orissa country were, on their entering the Madras Presidency, arrested, and that the Government of Madras had eventually ordered them to be deported as gangs of foreign vagrants to their own country by the shortest route *viâ* Sambalpur.

4. From the Proceedings of the Madras Government, which were forwarded to me by the Commissioner of Orissa, and which are enclosed herewith for your information, I observe that these people stated before the Madras authorities what similar gangs have stated here, *viz.*, that they had come from Hyderabad (Scind). But nothing precise is known about them save what they state themselves. They carry about with them their women and children and all their belongings, and have now apparently no fixed abode. The Madras Government having made in 1882 enquiries about similar gangs who then untruthfully alleged that they were British subjects from Scind have now "no hesitation in treating these gangs as foreigners." It is also mentioned in the papers that various acts of violence and lawlessness had been attributed to them, and would be enquired into. A few distinct charges of theft and robbery are made, which, it is said, would also be enquired into; but it is noteworthy that no case is mentioned of any member of these gangs having been convicted of any of the serious offences with which they have from time to time been charged. But in any case whether they be peaceable traders or free-booters, the Madras Government seems to have taken a quite different view of them to that taken by the Bengal authorities when the latter granted them passes and escorts.

5. During the year several gangs of these men have proceeded from the Province of Bengal and spread themselves westwards and southwards, apparently on their way to the Madras and Bombay Presidencies. If these gangs were permitted to disperse from Bengal, and are afterwards collected in and deported from Madras to the North-West Frontier by the shortest road, then this district will become their route, and it will be necessary to detach large parties of Police to march with them several hundred miles across Central India. This will cause much inconvenience, which might apparently be avoided if these gangs were, in the first instance, not permitted to disperse from Bengal.

6. If these people moved about as peaceable traders in small parties, no objection could be taken to their presence. But insisting as they do on travelling about in large numbers with their women and children under the leadership of their headmen, collecting at certain places, dispersing and concentrating again according to a pre-arranged plan, and often selecting routes through solitary and backward parts of the country, their movements have to be placed under *surveillance*, and their evil reputation for violence and cunning causes considerable alarm both to the country and townspeople. They conducted themselves last July in an orderly manner in this district, but this may be due to the fact that they knew that they were watched; and it is not improbable that, if they had an opportunity, they would commit depredations.

7. The District Superintendent of Police has described in his memorandum the various tricks and artifices with which they are credited in the popular mind, but ordinarily and especially when they are closely watched it is most difficult to say whether they are freebooters travelling about in imposing numbers to plunder and cheat or are merely bands of peaceable traders, who, attracted by the plenty of India, have permanently left their homes in Beluchistan or elsewhere and have not yet acquired a new domicile in this country. They are ostensibly horse-dealers, but they brought no horses with them to this district, though they sold large numbers of pocket knives and false pearls valued at upwards of Rs. 700,* and were in possession of considerable sums of money. The Madras Inspector General of Police writes of their wares as "rubbish intended as a cloak to their being considered travelling merchants," but they unquestionably did a considerable business in imitation pearls and pocket knives in the district, and no one has complained of having been cheated by them.

* According to their statement.

8. But whatever may be thought of the character of these gangs, the difficulty arises from their moving about in large numbers and the necessity of employing Police to watch them in order to prevent them from oppressing timid and ignorant villagers. And now a second inconvenience is threatened, and there seems some danger that the Madras authorities will deport all those who have been allowed to

travel from Orissa to Madras, and that the Central Provinces authorities will have to provide escorts to convey these people across Central India.

9. Some arrangements, therefore, which would prevent these people from moving about in large numbers, and a settled policy for the observance of the different Local Governments in dealing with them, seem desirable, and this, I venture to suggest, can only be effectively done by dealing with them at their starting points on the frontier or seaport towns.

10. As regards the gangs deported by the Madras Government, the departure of which from Cuttack for this place has been announced by the Commissioner of Orissa, I beg to say that they will be forwarded to Jubbulpore *viâ* Bilaspore in charge of an adequate police guard.

No. 398, dated Calcutta, the 30th November 1885.

From—A. MACKENZIE, Esq., Secretary to the Government of India, Home Department.

To—The Chief Secretary to the Government of Bengal.

With reference to your letter No. 1126 J., dated the 28th February 1885, submitting a report on the movements in the Lower Provinces of certain gangs of Pathans, I am directed to forward the accompanying correspondence* which has taken place with the Madras Government regarding wandering gangs in that Presidency, together with a letter† received from the Chief Commissioner of the Central Provinces on the subject. Copy of a letter‡ which has been addressed to the Punjab Government is also transmitted.

* Letter to the Government of Madras, No. 320, dated 17th September 1885.
Letter from Government of Madras, No. 2307, dated 1st September 1885, with enclosures.
Letter from Government of Madras, No. 2793, dated 14th October 1885.

† No. 4158—203, dated 28th October 1885.
‡ No. 399, dated 30th instant.

2. In forwarding this correspondence I am to invite attention to the communication from the Madras Government, No. 2307, dated the 1st September last, and to request that, with the permission of His Honour the Lieutenant-Governor, the Government of India may be supplied with full information as to the action alleged to have been taken by certain local authorities in Bengal in furnishing these gangs or some members of them with Police escorts, passes and licenses to carry arms. It will not escape the notice of the Bengal Government that any such action is opposed to the orders contained in the penultimate paragraph of Home Department Resolution No. 29—989-1000, dated 20th May 1879, which lay down that on no account should gangs of foreign vagrants be passed on under Police or other guards into other districts or provinces, and that safe conduct passes or licenses to carry arms should under no circumstances be granted to the members of such gangs.

3. The return of the original enclosures of this letter is requested.

No. 399, dated Calcutta, the 30th November 1885.

From—A. MACKENZIE, Esq., Secretary to the Government of India, Home Department.

To—The Officiating Secretary to the Government of the Punjab.

With reference to the correspondence ending with the letter from this Department, No. 139, dated the 27th January 1885, I am directed to forward copies of the papers marginally noted regarding certain wandering gangs of vagrants who recently visited the Lower Provinces and the Madras Presidency. It will be observed that, although trade was the ostensible object of these gangs, their arrival in many districts was immediately followed by disturbances of various kinds and by considerable inconvenience to the local officers.

* Letter from Bengal Government, No. 1126 J., dated 28th February 1885.
Letter from Madras Government, No. 2307, dated 1st September 1885, with enclosures.
Letter to Bengal Government, No. 398, dated 30th instant.

2. It is not in any way the desire of the Government of India that the movements of peaceable persons whose *bonâ fide* object is trade should be in any way interfered with so long as they commit no breach of the law and abstain from giving trouble to the local authorities of the Provinces through which they pass ; but on the other hand it appears to the Governor General in Council that, when persons are found to be wandering about the country, not in small parties, but in gangs of considerable numbers, and to be causing disturbances and generally giving difficulty to the district officers, it is only a fair and a reasonable inference to draw that their real object is rather larceny or plunder than legitimate trade. It must be remembered that, although such gangs may be found to be well-behaved amongst the stalwart races of the Punjab, experience has shown that they become a source of considerable trouble in parts of the country where the population is of a more timid character. Under these circumstances the Government of India would be glad to be favoured with the advice of His Honour the Lieutenant-Governor as to whether more effectual means could not be developed for preventing the entry into, and dispersion over, India of such gangs from the Punjab Frontier Districts. It will be observed that, in the penultimate paragraph of Home Department Resolution No. 29—989-1000, dated 20th May 1879, it was laid down that the frontier provinces must be held responsible that gangs of foreign vagrants are not allowed to pass into India, and that there is reason to suppose that some of the gangs at all events to which the correspondence now forwarded relates came from beyond the North-Western Frontier or from districts in the Punjab.

No. 2408J., dated Calcutta, the 31st July 1886.

From—F. B. PEACOCK, Esq., Chief Secretary to the Government of Bengal.

To—The Offg. Secretary to the Government of India, Home Department.

I am directed to acknowledge the receipt of your letter No. 398 of the 30th November last, forwarding a copy of a correspondence with the Government of Madras, and of other papers regarding certain wandering gangs of Beluchis in the northern districts of the Madras Presidency. In this letter the attention of this Government has been drawn to the communication from the Government of Madras, No. 2307 of the 1st September last, stating that the vagrant bands entered the Ganjam district from Cuttack, that their arrival was at once marked by a succession of criminal occurrences, that they had in their possession passports of various dates, and that the leader of one of the gangs (Daria Khan) had a gun license purporting to have been granted by the Magistrate of Pooree in contravention of the orders of the Government of India, as contained in the Resolution noted in the margin. Full information regarding the action taken by certain local officers in Bengal in furnishing these gangs or some members of them with police escorts, passes, and licenses, and to carry arms, was also asked for, and is given below.

Nos. 29—989 to 1000, dated the 20th May 1879.

2. In my letter No. 1126J, dated the 28th February 1885, a report on the movements in the Lower Provinces of certain wandering bands of Pathans or Beluchis was submitted to the Government of India. In that letter it was explained that two parties of Pathans—one headed by Daria Khan, and the other by Subhan Khan—passed through Calcutta, 24-Pergunnahs, and Howrah, and, having met at Ampta, entered the district of Midnapore, where they were separated, the band of Subhan Khan, which formed a part of a gang, the deportation of which had been previously ordered by the Lieutenant-Governor, being despatched under a police escort towards Synthia. Daria Khan was informed that he was at liberty to go where he

liked, so long as he behaved himself and committed no acts of depredation. As already explained in the letter cited above, Daria Khan, while in Calcutta, had applied for a license for arms and a rahadari perwanna to Madras *viâ* Midnapore and Balasore, but his application was refused by the Commissioner of Police. It now appears that some individual members of his gang surreptitiously obtained gun licenses from the authorities at Alipore and Howrah. Two of these licenses were seized by the Madras authorities, and were forwarded to this Government along with some other papers (described as passports) taken from the Beluchis. Mr. J. Posford, who granted one of these licenses as Joint-Magistrate of Alipore, explains that a Cabuli appeared before him and applied for a gun license, stating that he was in charge of a number of horses and ponies. Mr. Posford supposing him to be a man going about with a drove of horses for sale, and taking into consideration the fact that he would have to halt in the vicinity of places where wild beasts might be encountered, was of opinion that the application should be granted. Before, however, complying with the application, careful inquiries were directed to be made regarding the applicant, and on being satisfied from a police report that he was a peaceful trader, who had with him a number of women, Mr. Posford granted him a gun license, warning him at the same time that the license only held good in the district of the 24-Pergunnahs, and that, if he passed into any other district, he must renew it there. Mr. Posford adds that, when the orders of the Government of India, dated 20th May 1879, on the subject of the treatment of foreign vagrants travelling in British India were issued, he was on furlough, and that he was not aware of such orders until he was required to explain the circumstances under which the license in question was granted by him. The other license was granted by Mr. C. J. O'Donnell as Joint-Magistrate of Howrah. This officer explains that, when the license was granted, he was not aware that the applicant was a member of a gang of wandering Beluchis, and that in fact it was an ordinary license such as would be given to a local trader proceeding to Madras. He adds that in September 1884, when he was Officiating as Magistrate of Bogra, he instituted six prosecutions against members of a gang of Punjabi vagrants, and reported on the necessity of Government restraining their movements, and urges that he would certainly be the last officer in Bengal, in the following January, to knowingly issue licenses to carry arms to a similar body. These men, Mr. O'Donnell says, are constantly changing their names in order to conceal their identity in case of their getting into trouble in the criminal courts, and this procedure enables them to assume local names and possibly to obtain gun licenses.

3. I am to observe that the only party of Beluchis that entered Orissa from the direction of Midnapore was that headed by Daria Khan, whose movements were closely watched by the police, and it does not appear that they misbehaved in any way during their journey from Calcutta to Midnapore. These men were regarded in Orissa as Beluchi merchants travelling through the country. A copy of a letter from the Commissioner of Orissa, No. 412 of the 27th February last, giving a detailed account regarding them, is enclosed for the information of the Government of India. Another band entered the Gurjats of Orissa from the direction of Sambulpore. This party was accompanied by a guard of four constables of the Gurjat Police force, and was allowed to proceed to Rasulkoonda in the Ganjam Tributary Mehals. It is reported that, in consequence of the difficulty of obtaining supplies, they became involved in several disputes with the amlah of the Gurjat Rajahs about the procuring and payment of supplies, but that no instance of direct robbery or violence was brought to the notice of the Superintendent of the Tributary Mehals, Cuttack, during their journey through those mehals. The two parties appear to have converged and met at

Berhampore in Ganjam. The action of the Gurjat police in not giving timely information of the approach of the gang proceeding to Rasulkoonda to the authorities in Ganjam, and in not giving the constables accompanying it proper instructions as to their conduct, formed the subject of a separate correspondence, which ended with the letter from this Government, No. 14J—D of the 26th April last.

4. As regards the passports which the vagrant bands in Madras were said to possess, I am to say that they were mostly certificates from a few local officers in Bengal, stating that the men were a quiet set of traders who had created no disturbance in the localities where they had temporarily halted, or that they were respectable travelling merchants. The Lieutenant-Governor regrets the action of these officers in granting certificates, even of such a character, to these men, and he has issued stringent orders which will prevent any repetition of this practice.

5. In the letter from the Home Department, No. 399 of the 30th November last, addressed to the Government of the Punjab, it is stated that it is not the desire of the Government of India that the movements of peaceable persons, whose *bonâ fide* object is trade, should be in any way interfered with, so long as they commit no breach of the law, and abstain from giving trouble to the local authorities of the districts through which they pass. Keeping this policy in view, the Lieutenant-Governor is of opinion that, while there can be no objection to a small party of foreigners, consisting of two or three men, travelling for the purpose of trade, these parties should on no account be allowed to unite in British India. He, therefore, proposes to issue instructions that, whenever a license to carry arms is given to any person who may appear to be travelling *bonâ fide* for the purpose of trade, a note should be made on the licence of the number of persons accompanying such person, and he should be given distinctly to understand that, should his followers be augmented at any time, or should he join any other company or gang, his license will be at once liable to cancellation. Sir Rivers Thompson thinks that, if such a course were uniformly adopted, these men would probably desist from endeavouring to move about in bands of such a size as to cause fear and annoyance to the inhabitants of the villages through which they may pass.

The original enclosures of your letter are returned as requested.

No. 412, dated Cuttack, the 27th February 1886.

From—C. T. METCALFE, Esq., C.S.I., Commissioner of the Orissa Division.

To—The Chief Secretary to the Government of Bengal, Judicial Dept.

I have the honour in reply to your letter No. 545J., dated the 28th of January 1886, to forward a report on the case of the Beluchi merchants, which was referred by the Government of Madras to the Government of India.

2. The view taken of the character of these merchants by the Collector of Ganjam is diametrically opposed to the view taken by myself and the district officers of Orissa.

3. The persons who are spoken of as a wandering gang of vagrants in the letter of the Chief Secretary to the Government of Fort St. George were regarded in Orissa simply as a number of Beluchi merchants travelling through the country selling ponies, knives, false pearls and false stones.

4. The succession of criminal occurrences which appear to have marked their wanderings in Ganjam, were unknown here.

5. A party consisting of 13 men, 9 women, and 14 children with 19 ponies arrived in Cuttack on the 21st of April 1885, and applied for written permission to go to Madras. The headman personally reported what his business was. Enquiries were made. It was found that the party had two rifles and merchandise as above stated. The headman had also a number of certificates given to him by different officers of the districts through which he had passed. The men remained here some days. Men and women hawking pearls and knives and other articles in

the bazars. After a stay of some days, half the party asked permission to visit Dhenkanal which was granted. There they stayed three days, and then making a detour by Tigiria, Banki and Khorda; the party left for Ganjam on the 23rd May, entering Kalskota on the 29th idem, where their further progress south was checked as being foreign vagrants. Their return was intimated to this office by the Magistrate of Ganjam in his letter No. 2933 of the 18th of August.

6. Before the party left for Ganjam, I had refused to give the leader any written permission as to his route, deeming it quite unnecessary; but I instructed the District Magistrate to depute police to go with the party for the reasons—

(*a*) That villagers in Orissa will never sell provisions except under authoritative orders, and it was necessary to assist the Beluchies to enable them to buy such provisions as they might require.

(*b*) That the wild and strange appearance of these men might raise apprehensions among villagers unaccustomed to their appearance.

7. On the return of the Beluchis from Ganjam, they were similarly met by a police officer who escorted the party to Katak. On the 6th of September 1885, I reported that these men had been expelled from Madras to the Government, and in reply, I was instructed that the Beluchie might travel *viâ* Angul to Sumbulpore under police escort. This was done. The Central Provinces officials being warned of their coming.

8. No action was taken on the arrival of the merchants by me under Act III of 1864, because of their character as merchants. The orders of Government both of India and of Bengal in regard to bands of foreigners refer distinctly to persons of *doubtful character* found wandering in British India. The men in question did not fall under the category for their orderly behaviour during the time they were in Orissa, and in the Gurjats accorded with the many written certificates held by them; one of which, endorsed by the Magistrate of Burdwan, stated that the bearer and his companions were traders, who were under the orders of the Inspector General of Police, allowed to go wherever they pleased. The police being however directed to keep an eye upon them.

9. Circular No. I of the 2nd January 1879 requires each case of a wandering gang of foreigners of doubtful character to be reported through the Inspector General of Police for orders of Government. No such action was taken in the case of these Beluchies, because they were both by enquiry and by their acts found to be *bonâ fide* merchants, following a regular trade through Hindustan. The party spreading out and often travelling to a converging point by parallel routes, so as to dispose of their goods to the best advantage. I therefore heard with some surprise of the view taken by the Madras Government.

10. Parties of Afghan traders are constantly arriving in Katak. The Beluchies so far differed from them that they had women and children with them; but both are hawkers of goods, and action under Act III seemed to me no more necessary in the case of the Beluchies than of the Afghans.

11. It is hardly probable that a party of Beluchies should pass through any province without being guilty of some petty penal acts, but such acts as quarrelling over prices of vegetables and fowls, cutting firewood without permission, turning out ponies to graze on other people's land are offences not confined to the special class under report.

12. It is not the case that the merchants in question were hurried out of any one district in this division, in order to get rid of them and pass them on to Madras. As regards the arms with which the party were supplied, they were not more than what they might reasonably require for purposes of defence at night in a wild country against wild beasts.

No. 293, dated Lahore, the 22nd April 1886.

From—W. M. Young, Esq., Secretary to the Government of the Punjab.

To—The Secretary to the Government of India, Home Department.

I am desired by the Lieutenant-Governor to acknowledge the receipt of your letter No. 399, dated 30th November 1885, regarding certain wandering gangs of vagrants who recently visited the Lower Provinces and the Madras Presidency, and who have been supposed to come from the North-West Frontier or from districts in the Punjab. The Government of India enquire whether more effectual means cannot be developed for preventing the entry into and dispersion over India of such gangs from the Punjab Frontier districts.

2. The Lieutenant-Governor would observe in the first place that there is no evidence to show that the people mentioned in the correspondence forwarded with your letter under acknowledgment passed through the Punjab in gangs. There is nothing to prevent individuals of this character from passing down-country without attracting attention and forming themselves into gangs at a distance from the frontier; and it is probable that this has happened in the instances under consideration, for the Inspector General of Police has never had his attention called to the fact of similar gangs moving about this province. But whatever may be the origin or starting point of the bodies of vagrants, of whose depredations complaints are made, the Lieutenant-Governor considers that the rule laid down in the Home Department Resolution No. 29, dated 20th May 1879, are sufficient—and more than sufficient—to meet all practical requirements when actual gangs have to be dealt with, though they are quite ineffectual to prevent the passage of foreigners through the Punjab who may meet and form gangs, holding together for a longer or shorter time in various parts of India. In the present days of free and rapid communication, no precautions which the British Government can take consistently with its principles of administration will prevent foreigners passing through this province into other parts of India. Nor does His Honour think that further restrictions are expedient. The Lieutenant-Governor holds that the British Government cannot resort to continental methods of passport and police espionage. It has not the establishment for that system, nor have British officers the temperament requisite to make such measures a success. Sir Charles Aitchison believes that any attempts in this direction would most assuredly fail in their object, and be a source of great worry and hardship to individuals. This opinion is formed upon experience of such attempts which have been made in the past from time to time.

3. If, however, the Government of India should see fit to insist on measures of repression, the most effectual way, in the Lieutenant-Governor's opinion, would be to apply the provisions of section 5 and following sections of Act III of 1864 to the Punjab and Sindh; but it is needless to say His Honour does not advise the adoption of this course. The real remedy is severe punishment for breach of the law in the district where the gang is found offending; and as there are very probably certain rendezvous in the Lower Provinces where gangs of foreigners are formed, the more effectual way of dealing with the subject would be, in Sir Charles Aitchison's opinion, to trace back their component parts from the places where they are first observed, and ascertain the conditions under which they band themselves together for marauding purposes.

At the same time the scheme for an interprovincial Railway Police, under the immediate orders of one superior, would no doubt strengthen the hands of Government in this matter; and on this subject I am desired to refer to my No. 65* of 17th April 1886.

* Letter on Colonel Ewart's scheme.

*Extract from the Proceedings of the Government of Madras in the Judicial Department,—No. 3222—3224, dated the 26th November 1885.*

Read the following paper :—

No. 6438, dated Madras, the 13th November 1885.

From—Colonel H. D. Cloete, Inspector General of Police.

To—The Acting Chief Secretary to the Government of Madras.

With reference to G.O. No. 2792 (Judicial Department), dated 14th October 1885, I have the honour to attach copy of extract from the judgment of the Deputy Magistrate in the case of the Ongul constables. The Superintendent of Police, Gurjat Mehals, in reply to a communication from the Superintendent of

Police, Ganjam, forwarding the above extract to him, states that the orders of the guard were "not to interfere with the gang in any way whatever as they were going through States which my police have no right to enter and have no jurisdiction," the result of such orders being that the Ongul constables not only allowed the Beluchis to do as they pleased, but apparently aided and abetted them in their lawless acts.

2. The Beluchis left the Madras Presidency on the 5th September and have not been heard of since, and no further communication has passed between the Superintendents of Police, Ganjam and Gurjat Mehals.

*Extract from Judgment in Calendar Case No. 22 of 1885 on the file of the General Deputy Magistrate of Ganjam, dated the 12th day of June 1885.*

* * * *

I think it right to mention here that four constables, Nos. 300, 371, 453 and 560, of Gurjat Police, accompanied the gang from Ongul to Russellkonda under the orders of the Assistant Superintendent of Police of the former place. The facts elicited in the trial of these cases show that these constables did not at all prevent this lawless gang from annoying the people in various rural villages it passed through for gratuitous supplies. On the other hand, it appears that in some cases these constables even advised the frightened villagers to pay something to the gang and to avoid further trouble to themselves.

ORDER THEREON.

Ordered to be forwarded to the Government of India, in continuation of this Government's letter No. 2793, dated 14th October 1885.

(True Extract.)

W. WILSON,

*Acting Chief Secretary to the Govt. of Madras.*

To the Inspector-General of Police.

No. 3223 (Judicial), dated the 26th November 1885.

Endorsed by the Government of Madras.

Copy to the Government of India, Home Department.

No. 3224 (Judicial), dated the 26th November 1885.

Endorsed by the Government of Madras.

Copy to the Government of Bengal.

No. 11, dated Calcutta, the 23rd January 1886.

From—F. C. DAUKES, Esq., Under Secretary to the Government of India, Home Department.

To—The Chief Secretary to the Government of Bengal.

I am directed to forward, for the consideration of His Honour the Lieutenant-Governor, in connection with the letter from this Department, No. 398, dated the 30th November 1885, a copy of a communication* received from the Government of Madras, forwarding an extract from a judgment of the Deputy Magistrate of Ganjam, which contains remarks regarding the conduct of certain constables of the Gurjat Police who were apparently deputed to accompany one of the gangs of Pathans referred to in Home Department letter of the 30th November from Angul to Russelkonda.

* No. 3223, dated 26th November 1885.

No. 14 J.D., dated Darjeeling, the 26th April 1886.

From—W. DUNBAR BLYTH, Esq., Officiating Chief Secretary to the Government of Bengal.

To—The Offg. Secretary to the Government of India, Home Dept.

With reference to Mr. Daukes' letter No. 11, dated the 23rd January last, regarding the conduct of certain constables of the Gurjat Mehals Police, who were deputed to accompany a gang of Beluchi vagrants to Russelkonda in the Madras Presidency, I am

directed to forward, for the information of the Government of India, the accompanying copy of a letter* which has been addressed to the Inspector General of Police, Lower Provinces, on the subject.

* No. 13 J. D., dated 26th April 1886.

No. 13 J.D., dated Darjeeling, the 26th April 1886.

From—H. A. D. PHILLIPS, Esq., Officiating Under Secretary to the Government of Bengal, Judicial Department.

To—The Inspector General of Police.

I am directed to acknowledge the receipt of your letter No. 2801, dated the 18th ultimo, regarding the behaviour of certain constables of the Gurjat Mehals police, who accompanied a gang of Beluchi vagrants from Angul to Russelkonda in the Madras Presidency. You consider that the Assistant Superintendent in charge of the Gurjat police is to blame for not giving the Ganjam police timely information of the approach of the gang, and for not giving his men proper orders as to their conduct.

2. In reply I am to say that the Lieutenant-Governor concurs with you, and I am to request that you will be good enough to warn the Assistant Superintendent of the Gurjat Mehals police against a repetition of such carelessness.

No. 4612—231, dated Nagpur, the 26th November 1885.

From—F. C. ANDERSON, Esq., Officiating Secretary to the Chief Commissioner, Central Provinces.

To—The Secretary to the Government of India, Home Department.

In continuation of my letter No. 4158—203, dated 28th ultimo I am directed to forward extract paragraphs 5 and 6 from a letter No. 4921, dated 13th current, from the Deputy Commissioner of Sambalpur, reporting on the character of the so-called Beluchis in respect to whom the order of deportation was passed by the Madras Government. I am also to forward copy of a letter No. 3125, dated 17th idem, from the Madras Government, and to say that, in the Chief Commissioner's opinion, an order of deportation from British India should be effective, and that it cannot be effective unless arrangements are made for securing the removal from British India of the persons who have been directed to remove themselves. It appears to the Chief Commissioner that the Local Government passing an order of deportation should look to something more than the removal of the foreigners from its own territories, and should see that proper arrangements are made for their removal from British India, the other Local Governments through whose territories the foreigners are to pass being communicated with so as to secure compliance with the order of deportation. What is desired is that the foreigners should remove themselves from British India, not that they should merely remove themselves from one part of British India into another part of British India.

*Extract paragraphs 5 and 6 from a letter No. 4921, dated the 13th November 1885, from the Deputy Commissioner, Sambalpur, to the Commissioner, Chhattisgarh Division.*

* * * *

PARA.—5. I would here add that these people having been now for some time under surveillance, the District Superintendent and myself have now been able to form a more correct opinion of them, which it may be useful to note here :—

(1) These bands are always on the look-out for opportunities to pilfer the people either through fear or cajolery. Their women are most dexterous thieves and are the chief culprits. If carefully watched, and if they are convinced that they will be firmly dealt with if detected in crime, they conduct themselves in a quiet and circumspect manner.

(2) From their habit of moving about in considerable numbers and by their conduct they cause considerable alarm to ignorant villagers, by whom they are credited with marvellous powers in committing thefts.

(3) Their ostensible means of subsistance is dealing in horses and ponies picked up in their passage through this country, and which they are always anxious to exchange. They deal also in false pearls and pocket-knives of cheap British manufacture; but their main object is to live free, in a more or less lawless manner, on the country through which they pass. They need to be most carefully watched, and have to be followed about by trustworthy Police officers; and if they are not escorted about, there is danger of considerable alarm among the people or even a panic, such as is reported to have occurred in the Ganjam district on their recent arrival there. The Police officer who escorted the gang to the borders of the Bilaspur District reports that he had great difficulty in getting them on and preventing them from any violence to the villagers. They would under various pretexts lag behind and seize every opportunity of visiting the villages on the roads, and begin quarrelling with the villagers about fowls and supplies, trying to overawe them and to get their supplies for nothing.

6. It would be well, therefore, if their movements in large bodies were put a stop to. If they are legitimate traders, they can have no objection to moving about in small parties like the Cabulese, who bring dried fruits to India in the cold season and return with cotton fabrics, and against whom no complaints are made. The Banjaras move about in much larger numbers with several hundred head of cattle; but their presence does not create alarm, nor are they charged with misconduct of this kind alleged against the so-called Beluchis. The only conclusion is that these gangs of Beluchis, Khelatis, Panjabis, or whatever they may be, move about in considerable numbers to overawe the people, and so obtain opportunities for plundering them and living at free quarters.

No. 3125, dated the 17th November 1885.

From—The Chief Secretary to the Government of Madras.

To—The Chief Commissioner, Central Provinces.

I am directed to acknowledge the receipt of your letter, dated 28th October 1885, No. $\frac{4160}{203}$, enquiring what the intention of this Government is in respect to the destination of certain gangs of Beluchis, and stating that, on receipt of more precise information as to the place to which this Government wishes them to be sent, the Chief Commissioner will be better able to give effect to the order of deportation. In reply I am directed to say that the Chief Commissioner appears to be under a misapprehension as to the action taken by this Government. The order passed regarding these gangs did not direct them to be *sent*, that is, deported under escort, anywhere, nor did it express any wish on the part of this Government as to where they were to be sent. It merely directed them in terms of Act III of 1864 to *remove themselves* from the territories administered by the Madras Government, and this they appear to have done.

No. 59P.—340, dated Indore Residency, the 15th August 1885.

From—SIR LEPEL GRIFFIN, K.C.S.I., Agent to the Governor General for Central India.

To—The Secretary to the Government of India, Foreign Department.

I have the honour to enclose copies of the correspondence, marginally noted[a] between the District Superintendent of Police, Narsinghpur, and the Political Agent, Bundelkhand, and between the latter officer and this office.

[a] No. 808, dated 16th July 1885, and enclosure.

2. In March last, I received from the Superintendent of Rewah a report of a similar nature referring to a gang of Beluchis, numbering 200 men, who had been sent under Police escort from the Bilaspur district of the Central Provinces to the nearest Police post on the Rewah border. In this instance intimation of the arrival of the Beluchis was not sent in time to enable the Superintendent of Rewah to make any arrangements for their control or supervision, the consequence being that the gang was dispersed among the villages of Rewah, where they harried the people, taken supplies without payment, and causing panic and disturbance wherever they went. The gang was eventually escorted out of Rewah territory by a strong detachment of State troops. Lately another gang of Beluchis, numbering about 60 persons, has again visited the Rewah State, necessitating further arrangements for supervision and escort.

3. I must point out that Native States are less well able to protect themselves against bodies of men, such as those referred to, than are the authorities of British districts; and I would propose that some instructions be issued to Local Governments of British provinces forbidding action such as that protested against by the Political Agent, Bundelkhand.

No. 808, dated Nowgong, the 16th July 1885.

From—CAPTAIN D. ROBERTSON, Political Agent in Bundelkhand.

To—The First Assistant to the Agent to the Governor General for Central India.

With reference to the accompanying copy of a letter from the District Superintendent of Police, Narsinghpur, which has been forwarded to me by the Political Agent, Baghelkhand, as Pannah is within the Bundelkhand Agency, I have the honour to suggest that the attention of the Central Provinces Administration be invited to the undesirability of allowing British Police officers to "*turn*" bands of Beluchis into the Native States of this Agency for the express purposes apparently of allowing them a fair field for a fight, in a place where the Police administration is necessarily weaker than it is in British India, and also of sparing the District Police.

2. Nowgong has been recently visited by three or four bands of these vagrants. In each case I enquired where they were bound for, wrote to inform the authorities of the places to be passed *en route* and of the destination, and provided a guard to prevent peculation and disturbances with the limits of Central India. We can, I would submit, not except British Police officers to do less than this; and though Beluchis are very unwelcome visitors, it appears hardly justifiable that they should be deported, without notice, to a neighbouring State, merely because the District Superintendent of Police wishes to spare his Police from the performance of one of their primary duties.

No. 579, dated Narsinghpur, the 3rd July 1885.

From—A. B. MARRIOTT, Esq., District Superintendent of Police, Narsinghpur.

To—The Political Agent, Baghelkand.

I beg to enclose a copy of a vernacular report received from the Hameerpur district, regarding two hostile bands of Beluchis who are said to be marching down to Narsinghpur for the purpose of having a good fight, whenever they may happen to meet, for the possession of some women who have been carried away apparently by one of the gangs.

2. These people, from another vernacular report, which I enclose, seem now to have reached the Damoh district, from whence they have been turned into Pannah territory. Pannah, I believe, is under your jurisdiction, and so I should feel obliged if you could find these people and issue the necessary orders to prevent their coming to Narsinghpur.

No. 775, dated Satna, the 6th July 1885.

Endorsed by the Political Agent, Baghelkhand.

Forwarded to the Political Agent, Bundelkhand, for disposal.

No. 970 I., dated Fort William, 23rd March 1886.

From—F. T. HEWSON, Esq., Assistant Secretary to the Government of India, Foreign Department.

To—The Agent to the Governor General in Central India.

I am directed to acknowledge the receipt of your letter No. 59P.—340, dated the 15th August 1885, regarding two gangs of Beluchis who were passed on from the Damoh district of the Central Provinces to the Native State of Pannah.

2. In reply I am to state that the general question of the immigration into British India of foreign vagrants, and of the operations of the orders contained in Home Department Resolution No. 29—989-1000 of 20th May 1879 relative thereto, is now under the consideration of the Government of India, and that your letter will be dealt with in connection therewith.

No. 971 I.

Copy of the foregoing correspondence forwarded to the Home Department for information.

GOVERNMENT OF INDIA.

# HOME DEPARTMENT.

## RESULTS OF MEASURES ADOPTED FOR EXTERMINATING WILD ANIMALS AND POISONOUS SNAKES DURING THE YEAR 1885.

No. $\frac{45}{2014-25}$.

*Extract from the Proceedings of the Government of India, in the Home Department (Public),—under date Calcutta, the 25th November 1886.*

READ—

Home Department Resolution No. 50—1800-11, dated the 23rd October 1885, reviewing the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1884.

Read also the following letters from Local Governments and Administrations, submitting returns for the year 1885 :—

From the Government of Madras, No. 378 A, dated the 22nd May 1886, and enclosures.

From the Government of Madras, No. 730 A, dated 21st August 1886, and enclosures.

From the Government of Bombay, No. 2635, dated 27th July 1886, and enclosure.

From the Government of Bengal, No. 3068 J., dated 9th September 1886, and enclosure.

From the Government of the North-Western Provinces and Oudh, No. 558—III-201, dated 4th June 1886, and enclosures.

From the Government of the Punjab, No. 1162, dated 5th July 1886, and enclosures.

From the Chief Commissioner, Central Provinces, No. 1733—106, dated 26th April 1886, and enclosure.

From the Chief Commissioner, Burma, No. 180—51 N., dated 8th April 1886, and enclosures.

From the Chief Commissioner, Assam, No. 1052, dated 26th May 1886, and enclosure.

From the Chief Commissioner, Coorg, No. 642—455, dated 13th April 1886, and enclosure.

From the Resident at Hyderabad, No. 108 G., dated 19th April 1886, and enclosures.

From the Chief Commissioner, Ajmere-Merwara, No. 150, dated 13th February 1886, and enclosure.

From the Officiating Resident in Mysore, dated 30th January 1886, and enclosure.

## RESOLUTION.

THE usual statement showing the loss of human and animal life caused by wild animals and venomous snakes, and the results of the measures adopted for the destruction of noxious animals and snakes during the year 1885, as compared with the previous year, is appended to this Resolution. The number of human lives lost rose from 22,425 to 22,907. Of these deaths, 2,765 and 20,142 were caused by noxious animals and snakes, respectively, compared with 2,796 and 19,629 in the year 1884. As in previous years, more than three-fourths of the deaths occurred in the Lower Provinces of Bengal and in the North-Western Provinces and Oudh in which 11,823 and 5,359 lives, respectively, are reported to have been lost. The animals which were most destructive to human life were tigers in Bengal, the Central Provinces, Assam and Madras, and wolves in the North-Western Provinces and Oudh. Under the head "other animals," which accounted for 1,259 deaths, details are only furnished for Bengal, Bombay and the North-Western Provinces and

Oudh. In these Provinces it appears that 644 deaths were caused by jackals, 251 by aligators, crocodiles and sharks, and 99 by wild boars and pigs. The deaths caused by these animals in the Lower Provinces alone amounted to 559, 222 and 79 respectively. In the Presidency and in the Rajshahye and Cooch Behar Divisions, no less than 247 and 137 deaths, respectively, were caused by jackals.

2. The reported loss of cattle amounted to 59,029 against 49,672 in the preceding year. Of these 1,483 are said to be due to snake-bite against 1,728 in the previous year. There is little variation in the figures of the several Provinces compared with those of the year 1884, except in Assam, where the loss has risen from 6,670 to 14,187. This increase, however, the Chief Commissioner remarks, is more apparent than real as it is due to the new system introduced in 1884 of reporting deaths of cattle through the same agency and at the same time as vital statistics instead of leaving them to be separately recorded by the Police. There is, the Chief Commissioner states, no reason to suppose that there has been any increase in the actual number of deaths. Tigers, leopards and wolves are shown to have destroyed 24,964, 21,504 and 6,635 head of cattle respectively. The Provinces which appear to have suffered the most heavy losses are Assam, Bengal, Madras and the North-Western Provinces and Oudh. The figures given cannot, however, represent the total loss of cattle. Many of the largest grazing grounds, upon which tigers and leopards do most mischief, are situated miles away from any police station, and the graziers do not, during the months for which they take their cattle to graze, often leave the jungle for the town or village where there is a reporting station.

3. There was a slight decline in the number of wild animals destroyed from 23,775 in the previous year to 23,670. The decline was common to all the more destructive animals except leopards. The numbers of animals killed were 1,855 tigers, 1,874 bears and 6,278 wolves, as compared with 2,196, 1,997 and 6,706 in the year 1884. Fewer tigers were destroyed in Bengal and Madras, and fewer bears and wolves in Bengal than in the previous year. In the Resolution recorded on the statements for 1884 the Governor General in Council remarked that it would be convenient if future reports contained full particulars regarding the number of licenses granted under the Arms Act rules either for purposes of protection of crops or destruction of wild animals. This information has not been given in a complete or uniform manner. The Government of Bombay does not supply any figures, but remarks that "licenses to carry arms for genuine sporting purposes and for protection of crops have been liberally granted in all districts." The Government of the North-Western Provinces and Oudh gives no information on the point. The Governments of Madras, Bengal and Burma report that 3,839, 18,116 and 693 licenses, respectively, were given during the year. In Assam the total number of licensed guns was 9,663; while in the Punjab and the Central Provinces the total number of licenses in force, including those granted in years previous to the year under report, were 12,283 and 10,384 respectively. The information required in respect of such licenses is (1) the number granted during the year under report, (2) number granted in previous years and still in force, and (3) total number in force during the year. The Governor General in Council desires that information should be given in the detail above specified, the figures being confined to licenses issued for the destruction of wild animals and protection of crops. The provisions of the Arms Act rules are favourable to the grant of such licenses, which are current for a term of five years, and are given without the payment of any fee.

4. The number of snakes reported to have been killed is 420,044 against 380,981 in the preceding year. The only provinces which

again show a large destruction of snakes are Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab. In the last mentioned Province there was a large falling off in the number of snakes killed from 74,355 in the year 1884 to 47,576 in the year under review. The Local Government has, therefore, impressed upon district boards the necessity for taking more active steps for the destruction of these reptiles.

5. The total sum paid in rewards amounted to Rs. 2,24,126 against Rs. 2,46,525 in the previous year. It is noticed that in Ganjam between Rs. 4,000 and Rs. 5,000 were paid away as rewards on skins produced from Native States or from Orissa where it has been customary to return the skins upon which rewards have been paid. In addition to this sum fraudulently obtained, Rs. 3,193 were disbursed over the sanctioned amount in Ganjam. Skins of animals destroyed should either be retained by Government on payment of the reward or so marked that they cannot be again produced for reward without a certainty of the fraud being detected.

6. The Governor General in Council regrets that the general results of the year are not more satisfactory. Having regard to the remarks regarding licenses for arms made at the close of paragraph 3 above, it may be conceded that the want of success is to be attributed to the apathy and inaction of the people themselves particularly in the matter of the destruction of snakes. District Officers and enlightened members of district boards can do much to impress upon the people the necessity of being more active in the matter, and it is through their exertions only that any improvement can at present be effected. His Excellency in Council hopes that Local Governments and Administrations will continue to impress upon district officers the necessity for interesting themselves personally and strenuously in the prevention of the loss of life that is yearly caused by wild animals and snakes.

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ORDER.—Ordered, that this Resolution, with the appended Table, be forwarded to Local Governments and Administrations for information and guidance, and that it be published in the Supplement to the *Gazette of India*.

Also that a copy be communicated to the Foreign Department for information.

(True Extract.)

A. P. MACDONNELL,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.

# DEPARTMENT OF FINANCE AND COMMERCE.

## PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF OCTOBER 1886.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Provinces. | Districts. | Quantities per Rupee in seers of 80 tolas. | | | | | | | | | | | | | Remarks. |
| | | Wheat. | Barley. | Rice, best sort. | Rice, common. | Jowar or Cholum (*Sorghum vulgare*). | Bajra or Cumbu (*Pennisetum typhoideum*). | Marua or Ragi (*Eleusine coracana*). | Kangni or Kakun, Italian millet (*Setaria italica*). | Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*). | Maize (*Zea Mays*). | Arhar or Thúr Cadjan Pea (*Cajanus indicus*). | Firewood. | Salt. | |
| | | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | |
| Madras. | Ganjam | 10 5 | ... | 13 0 | 13 14 | ... | ... | 23 6 | ... | ... | ... | ... | 215 13 | 13 13 | |
| | Vizagapatam | 10 0 | ... | 9 8 | 11 5 | 21 10 | 25 11 | 26 5 | ... | ... | ... | ... | 93 5 | 14 0 | |
| | Godavery | 9 0 | ... | 13 14 | 15 0 | 19 3 | 24 10 | 27 5 | ... | ... | ... | ... | 243 0 | 11 6 | |
| | Kistna | 7 6 | ... | 13 8 | 14 11 | 18 11 | ... | 26 8 | ... | ... | ... | ... | 145 13 | 14 10 | |
| | Nellore | 10 13 | ... | 11 14 | 14 0 | 25 0 | 20 14 | 25 8 | ... | ... | ... | ... | 93 5 | 12 11 | |
| | Cuddapah | 14 0 | ... | 11 10 | 14 2 | 25 5 | 29 0 | 27 0 | ... | ... | ... | ... | 140 0 | 14 6 | |
| | Anantapur | 13 6 | ... | 11 3 | 13 0 | 36 2 | 29 2 | 34 0 | ... | ... | ... | ... | 77 13 | 12 8 | |
| | Bellary | 16 5 | ... | 11 3 | 11 14 | 29 14 | 24 6 | 29 2 | ... | ... | ... | ... | 97 3 | 13 2 | |
| | Kurnool | 12 11 | ... | 11 6 | 12 3 | 25 5 | ... | ... | ... | ... | ... | ... | 138 13 | 13 11 | |
| | Madras | 10 13 | ... | 12 3 | 14 3 | 23 0 | 22 11 | 25 10 | ... | ... | ... | ... | 85 2 | 14 10 | |
| | Chingleput | ... | ... | 12 0 | 14 0 | ... | 21 2 | 24 11 | ... | ... | ... | ... | 87 8 | 14 11 | |
| | North Arcot | 10 3 | ... | 16 5 | 17 14 | 33 11 | ... | 31 10 | ... | ... | ... | ... | 140 0 | 13 5 | |
| | South Arcot | 9 0 | ... | 13 14 | 16 3 | ... | 31 10 | 27 0 | ... | ... | ... | ... | 201 11 | 14 0 | |
| | Tanjore | 9 3 | ... | 16 3 | 18 6 | ... | 42 2 | 39 5 | ... | ... | ... | ... | 166 3 | 13 13 | |
| | Trichinopoly | 9 14 | ... | 13 11 | 15 3 | 29 6 | 25 6 | 31 6 | ... | ... | ... | ... | 121 8 | 14 10 | |
| | Madura | 9 13 | ... | 14 11 | 15 10 | 32 6 | 29 6 | 35 11 | ... | ... | ... | ... | 111 13 | 15 0 | |
| | Tinnevelly | 9 14 | ... | 13 2 | 16 0 | ... | ... | ... | ... | ... | ... | ... | 70 0 | 17 0 | |
| | Coimbatore | 10 11 | ... | 13 2 | 14 0 | 24 6 | 25 6 | 26 3 | ... | ... | ... | ... | 97 3 | 14 10 | |
| | Nilgiris | 8 8 | ... | 9 10 | 11 3 | 18 8 | 16 13 | 19 6 | ... | ... | ... | ... | 161 13 | 11 0 | |
| | Salem | 11 2 | ... | 11 3 | 13 3 | 25 8 | 23 0 | 27 6 | ... | ... | ... | ... | 186 10 | 15 13 | |
| | South Canara | 9 10 | ... | 13 10 | 16 0 | ... | ... | 21 13 | ... | ... | ... | ... | 126 6 | 17 6 | |
| | Malabar | 8 10 | ... | 13 0 | 13 13 | ... | ... | 19 0 | ... | ... | ... | ... | 155 8 | 14 6 | |
| Bay. | Bombay | 10 12 | 21 0 | 7 7 | 10 13 | 18 14 | 15 11 | 15 14 | 16 10 | 15 2 | 18 5 | 8 7 | 59 9 | 12 9 | |
| | Daskrohi | 12 0 | 22 8 | 6 8 | 11 8 | 20 0 | 16 0 | ... | ... | 16 0 | ... | ... | 80 0 | 16 8 | |
| | Kaira | 11 0 | ... | 9 4 | 10 0 | 19 12 | 16 0 | 21 4 | ... | 16 0 | ... | 10 8 | 80 0 | 16 0 | |
| | Surat | 12 0 | 18 0 | 8 0 | 10 0 | 19 0 | 18 0 | ... | ... | 13 0 | ... | 9 0 | 80 0 | 16 0 | |
| | Broach | 16 0 | ... | 8 0 | 11 0 | 16 0 | 15 1½ | ... | ... | 18 1 | ... | 12 0 | 120 0 | 14 2½ | |
| | Tanna (Salsette) | 10 6 | ... | 8 3 | 10 0 | 14 0 | 14 6 | ... | ... | 12 5 | ... | 8 0 | 71 2 | 15 9 | |
| | Colába (Alibag) | 10 12 | ... | 7 4 | 11 4 | ... | 13 0 | ... | ... | 12 12 | ... | 8 2 | 100 0 | 12 0 | |
| | Khandesh (Dhulia) | 14 5 | ... | 7 8 | 9 13 | 28 6 | 21 6 | ... | 14 12 | 14 5 | ... | 10 8 | 131 0 | 12 4 | |
| | Násik | 13 12 | 12 8 | 10 3 | 11 9 | 24 12 | 17 14 | 20 4 | ... | 16 8 | ... | 9 6 | 106 8 | 13 12 | |
| | Ahmednagar | 13 6 | 10 4 | 8 4 | 10 2 | 25 6 | 20 2 | ... | ... | 17 10 | ... | 11 1 | 91 7 | 12 5 | |
| | Poona (City) | 11 8 | 9 0 | 8 9 | 9 13 | 23 15 | 18 6 | 16 6 | ... | 14 15 | ... | 10 2 | 60 13 | 12 3 | |
| | Sholápur | 14 8 | 23 3 | 9 1 | 10 6 | 29 5 | 27 9 | ... | 26 0 | 17 5 | ... | 12 0 | 79 0 | 13 4 | |
| | Bijapur | 17 15 | 14 10 | 7 1 | 9 12 | 33 12 | 27 10 | ... | ... | 15 5 | ... | 11 3½ | 90 0 | 11 4 | |
| | Satara | 13 6 | ... | 8 14 | 10 0 | 22 10 | 20 11 | ... | ... | 14 15 | ... | ... | 97 0 | 11 10 | |
| | Belgaum | 16 0 | 11 8 | 10 0 | 10 8 | 20 8 | 20 0 | 26 0 | ... | 13 0 | ... | 9 0 | 95 0 | 12 0 | |
| | Dharwar (Hubli) | 17 0 | ... | 10 0 | 11 0 | 27 0 | 21 0 | 31 0 | ... | 19 0 | ... | 8 0 | 80 0 | 10 0 | |
| | Ratnágiri | 9 14 | ... | 8 9 | 10 9 | 14 5 | 14 1 | 17 10 | ... | 13 5 | ... | 9 9 | 90 0 | 5 3 | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bahrein | 11 5½ | ... | 7 0 | 13 0 | 16 0 | 15 0 | 21 0 | ... | 13 0 | ... | 11 8 | 213 5½ | 11 0 | | |
| Panch Mahals (Godhra) | 10 0 | ... | 9 11 | 11 0 | ... | 17 8 | 22 0 | ... | 20 8 | 25 0 | 9 6 | 320 0 | 16 0 | | |
| Aden | 8 0 | ... | 6 3 | 8 0 | 11 3 | 10 3 | ... | ... | 11 3 | ... | 5 9 | 65 5 | 32 9 | | |
| Asirgarh Cantonment | 15 6 | ... | 10 0 | 11 8 | 30 10 | 29 0 | ... | 19 0 | 18 10 | ... | 9 8 | 160 0 | 12 0 | | |
| Baroda Camp (Sadar Bazar) | 11 1 | 16 0 | 6 14 | 8 0 | 17 2 | 13 11 | 18 5 | ... | 13 2 | ... | 10 5 | 80 0 | 13 11 | | |
| Disa Cantonment | 16 2 | 23 0 | 7 11 | 8 10 | 23 8 | 25 3 | ... | ... | 19 1 | ... | 11 0 | 120 0 | 13 0 | | |
| Nimach Cantonment | 19 0 | 20 0 | 9 0 | 8 0 | 32 0 | 22 0 | ... | ... | 27 0 | 35 0 | 13 0 | 140 0 | 13 0 | | |
| Nasirabad Cantonment | 18 0 | 28 0 | 7 0 | 8 0 | 32 0 | 22 0 | ... | 12 0 | 30 6 | 32 0 | 13 0 | 90 0 | 15 0 | | |
| Rajkot Station | 15 12 | ... | 6 8 | 9 0 | 20 12 | 13 8 | ... | ... | 16 0 | ... | 7 8 | 80 0 | 40 0 | | |
| Upper Sind Frontier | 13 5 | 19 0 | 10 0 | 16 0 | 21 4 | 21 4 | ... | ... | 13 5 | ... | 13 5 | 160 0 | 13 0* | * In common use. | |
| Karachi | 12 0 | 19 0 | 8 0 | 14 0 | 20 0 | 16 0 | ... | ... | 18 0 | 15 0 | 7 0 | 85 0 | 16 0 | | |
| Haidarabad (Gidu Bunder) | 12 0 | 22 8 | 8 8 | 17 8 | 22 8 | 18 8 | ... | ... | 17 8 | ... | ... | 166 0 | 14 8 | | |
| Shikarpur | 12 12 | 19 8 | 9 12 | 14 0 | 19 0 | 21 0 | ... | ... | 17 8 | ... | 11 8 | 140 0 | 13 0 | | |
| Sukkur | 15 0 | 22 0 | 10 0 | 14 0 | 18 0 | 20 0 | ... | ... | 20 0 | ... | 13 0 | 120 0 | 13 0 | | |
| Thar & Parkar (Umarkot) | 15 0 | ... | ... | 14 0 | ... | 18 8 | ... | ... | ... | ... | ... | 160 0 | 14 12 | | |
| *Western Districts.* | | | | | | | | | | | | | | | |
| Burdwan | 14 8 | ... | 15 4 | 20 8 | ... | ... | ... | ... | 20 0 | ... | 25 8 | 120 0 | ...a | | |
| Bankoora | 19 0 | 24 0 | 22 0 | 25 0 | ... | ... | ... | ... | 18 12 | 37 0 | 20 0 | 240 0 | 11 11b | | |
| Beerbhoom | 20 0 | ... | 18 0 | 22 8 | ... | ... | ... | ... | 22 8 | ... | 20 0 | 160 0 | 12 12c | | |
| Midnapore | 18 0 | ... | 15 0 | 22 0 | ... | ... | ... | ... | 17 0 | ... | 14 0 | 155 0 | 12 8d | | |
| Hooghly | 16 0 | ... | 10 0 | 16 0 | ... | ... | ... | ... | 19 0 | ... | 13 0 | 120 0 | 13 0e | | |
| Howrah | 15 4 | ... | 12 4 | 16 8 | ... | ... | ... | ... | 20 0 | ... | 15 0 | 90 0 | 12 0 | | |
| *Central Districts.* | | | | | | | | | | | | | | | |
| Calcutta | 15 0 | 21 4 | 9 14 | 16 9 | 15 0 | 13 0 | ... | 18 4 | 19 4 | 25 0 | 18 0 | 80 0 | 13 0 | | |
| 24-Pergunnahs | 14 8 | 22 8 | 8 0 | 15 4 | ... | ... | ... | ... | 20 0 | 26 8 | 19 8 | 90 0 | 12 5f | | |
| Nuddea | 15 12 | ... | 14 12 | 16 14 | ... | ... | ... | ... | 22 14 | ... | 20 0 | ... | 11 10½g | | |
| Khoolna | ... | ... | 15 8 | 18 0 | ... | ... | ... | ... | 16 0 | ... | ... | 160 0 | 10 8h | | |
| Jessore | 16 0 | ... | 13 5 | 21 5 | ... | ... | ... | ... | 21 0 | ... | 20 0 | 110 0 | 10 12i | | |
| Moorshedabad | 17 12 | ... | 15 0 | 21 0 | ... | ... | ... | ... | 26 8 | 26 8 | 17 0 | 120 0 | 10 10j | | |
| Dinagepore | 11 8 | 21 0 | 19 3 | 24 0 | ... | ... | ... | ... | 18 0 | ... | ... | 160 0 | 12 0 | | |
| Rajshahye | 20 10 | 37 0 | 16 8 | 21 0 | ... | ... | ... | ... | 26 4 | ... | 17 0 | 240 0 | 12 0k | | |
| Rungpore | 18 0 | ... | 15 0 | 16 8 | ... | ... | ... | ... | 17 8 | ... | 11 8 | 120 0 | ...l | | |
| Bogra | 15 0 | ... | 15 0 | 24 0 | ... | ... | ... | ... | 15 12 | ... | ... | 90 0 | 10 10 | | |
| Pubna | 20 0 | ... | 8 0 | 22 8 | ... | ... | ... | ... | 22 0 | ... | 18 12 | 200 0 | 11 10m | | |
| Darjeeling | 9 0 | 10 0 | 5 0 | 12 0 | ... | ... | 14 0 | ... | 11 0 | 24 0 | 7 0 | 120 0 | 9 0 | | |
| Jalpaiguri | 12 8 | 20 0 | 12 0 | 22 0 | ... | ... | ... | ... | 15 5 | ... | ... | 128 0 | 11 8n | | |
| *Eastern Districts.* | | | | | | | | | | | | | | | |
| Dacca | 14 8 | 26 0 | 14 0 | 16 0 | ... | ... | ... | ... | 18 0 | ... | ... | 120 0 | 10 8o | | |
| Furreedpore | 21 0 | 25 0 | 16 0 | 20 0 | ... | ... | ... | ... | 20 0 | ... | 14 0 | 120 0 | 12 0p | | |
| Backergunge | ... | ... | 13 4 | 16 0 | ... | ... | ... | ... | 16 0 | ... | 13 4 | 120 0 | 12 0q | | |
| Mymensingh | 12 0 | ... | 12 8 | 15 0 | ... | ... | ... | ... | 17 8 | ... | 17 0 | ... | 11 4r | | |
| Chittagong | 16 0 | ... | 9 0 | 18 0 | ... | ... | ... | ... | 14 0 | ... | 12 0 | 75 0 | 12 0s | | |
| Noakholly | ... | ... | 15 0 | 18 0 | ... | ... | ... | ... | 13 0 | ... | ... | ... | 9 0t | | |
| Tipperah | 12 8 | ... | 13 5 | 17 0 | ... | ... | ... | ... | 17 0 | ... | 9 11 | ... | ...u | | |
| Chittagong Hill Tracts | ... | ... | 8 14 | 11 6 | ... | ... | ... | ... | ... | ... | ... | 320 0 | 8 0 | | |
| Hill Tipperah | 12 0 | ... | 10 0 | 13 0 | ... | ... | ... | ... | 12 0 | ... | 16 0 | ... | 11 0 | | |

*a* In sub-divisions retail prices of salt per rupee were:—Culna 13-8 seers, Cutwa and Raneegunge 12-8 seers.
*b* At Bishenpore retail price of salt 11 seers per rupee.
*c* At Rampore Hât retail price of salt 13-4 seers per rupee.
*d* In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers, Contai 12-8 seers.
*e* In sub-divisions retail prices of salt per rupee were:—Serampore 12 seers and Jehanabad 13-8 seers.
*f* In sub-divisions retail prices of salt per rupee were:—Baraset, Bussirhat, and Barrackpore 12 seers, Diamond Harbour (at Kulpihat) 13 seers, and Dum-Dum 11 seers.
*g* In sub-divisions retail prices of salt per rupee were:—Meherpore 12 seers, Ranaghat 12-8 seers.
*h* At Satkhira and Bagirhat retail price of rice 11 seers per rupee.
*i* In sub-divisions retail prices of salt per rupee were:—Jhenida 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
*j* In sub-divisions retail prices of salt per rupee were:—Lalbagh and Kandi 12 seers and Jungipore 12-8 seers.
*k* In sub-divisions retail prices of salt per rupee were:—Nattore 12 seers and Nowgong 10-14 seers.
*l* In sub-divisions retail prices of salt per rupee were:—Gaibanda 9-10 seers, Kurigram 12 seers, and Nilphamari 13 seers.
*m* At Serajgunge retail price of salt 12 seers per rupee.
*n* At Fallacotta in Alipore sub-division retail price of salt 10 seers per rupee.
*o* In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegung 10-12 seers, and Naraingunge 11-2 seers.
*p* In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
*q* In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
*r* In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-8 seers, Sherpore 10 seers, and Netrokona 12-5 seers.
*s* At Cox's Bazar retail price of salt 11 seers per rupee.
*t* At Pachgachia Hât in Fenny sub-division retail price of salt 9 seers per rupee.
*u* At Brahmunberiah and Chandpore retail price of salt 11 seers per rupee.

## PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF OCTOBER 1886—*continued.*

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Provinces. | Districts. | Quantities per Rupee in seers of 80 tolas. | | | | | | | | | | | | | Remarks. |
| | | Wheat. | Barley. | Rice, best sort. | Rice, common. | Jowar or Cholum (*Sorghum vulgare*). | Bajra or Cumbu (*Pennisetum typhoideum*). | Ragi or Marua (*Eleusine coracana*). | Kangni or Kakun, millet Italian (*Setaria italica*). | Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*). | Maize (*Zea Mays*). | Arhar or Thúr Cadjan Pea (*Cajanus indicus*). | Firewood. | Salt. | |
| | | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | |
| Bengal—*continued.* | *Behar.* | | | | | | | | | | | | | | |
| | Patna | 21 0 | 34 0 | 11 8 | 21 8 | 26 0 | 26 0 | 26 0 | 20 0 | 30 0 | 32 0 | 26 0 | 110 0 | 11 8 | |
| | Gya | 18 8 | 25 0 | 9 0 | 17 0 | ... | ... | ... | 16 0 | 25 0 | ... | 24 0 | 120 0 | 11 0 | |
| | Shahabad | 18 0 | 30 0 | 8 0 | 20 0 | ... | ... | ... | ... | 28 0 | ... | 14 0 | 160 0 | 12 0v | |
| | Durbhunga | 16 8 | 23 0 | 13 0 | 18 0 | ... | ... | 28 8 | 22 8 | 21 0 | 26 0 | 21 0 | 160 0 | 11 8w | |
| | Mozufferpore | 20 0 | 29 0 | 11 0 | 20 0 | ... | ... | 30 0 | ... | 27 0 | 25 0 | 21 4 | 140 0 | 12 0x | |
| | Sarun | 18 0 | 30 0 | 8 0 | 19 8 | ... | ... | 27 0 | 16 8 | 25 0 | 27 0 | 24 0 | 140 0 | 11 0y | |
| | Chumparun | 20 0 | 30 0 | 10 0 | 16 0 | ... | ... | ... | ... | 28 0 | 27 0 | 23 0 | ... | 10 0z | |
| | Monghyr | 21 0 | 33 9 | 14 12 | 16 13 | 33 9 | ... | ... | 33 9 | 26 4 | 42 0 | 21 0 | 126 0 | 12 1z1 | |
| | Bhágalpur | 18 15 | 22 11 | 17 11 | 21 7 | ... | ... | ... | ... | 24 0 | 37 14 | 21 7 | 151 8 | 12 0z2 | |
| | Purneah | 16 0 | ... | 17 0 | 20 0 | ... | ... | ... | ... | 22 0 | ... | ... | 128 0 | 10 8z3 | |
| | Maidah | 16 8 | ... | 16 0 | 23 0 | ... | ... | ... | ... | 27 8 | ... | ... | 160 0 | 11 8 | |
| | Sonthal Pergunnahs | 16 0 | ... | 16 0 | 24 0 | ... | ... | ... | ... | 20 0 | 50 0 | 18 0 | 200 0 | 12 0z4 | |
| | *Orissa.* | | | | | | | | | | | | | | |
| | Cuttack | 17 1 | ... | 10 8 | 18 6 | ... | ... | ... | ... | kalai 18 6 | ... | ... | 80 0 | 14 0 | |
| | Pooree | 13 2 | ... | 15 12 | 19 11 | ... | ... | ... | ... | ,, 14 7 | ... | 15 12 | 80 0 | 14 7 | |
| | Balasore | 14 0 | 13 0 | 13 0 | 24 0 | ... | ... | ... | ... | 15 0 | ... | 13 0 | 120 0 | 10 0z5 | |
| | Chota Nagpore. *South-Western Frontier Agency.* | | | | | | | | | | | | | | |
| | Hazáribágh | 16 0 | 18 0 | 11 0 | 20 0 to 24 0 (new) | ... | ... | 62 0 | ... | 22 0 | 40 0 | 18 0 | 220 0 | 9 0z6 | |
| | Lohardugga | 24 0 | 18 0 | (new) 20 0 | 32 0 (new) | ... | ... | 50 0 | ... | 18 0 | 45 0 | 20 0 | 120 0 | 9 0z7 | |
| | Singbhoom | 24 0 | 24 0 | 28 0 | 32 0 | ... | ... | ... | ... | 16 0 | ... | 21 0 | 360 0 | 9 0 | |
| | Manbhoom | 16 0 | ... | 16 0 | 23 0 | ... | ... | ... | ... | 17 0 | ... | ... | 240 0 | 10 10z8 | |
| Assam. | Sylhet | 11 4 | ... | 9 10 | 14 0 | ... | ... | ... | ... | 17 12 | ... | 13 4 | 108 0 | 11 0 | |
| | Cáchár | 10 0 | ... | 8 0 | 13 5 3/10 | ... | ... | ... | ... | 16 13 3/5 | ... | 12 4 4/5 | 64 0 | 11 2 | |
| | Goálpará | 20 0 | ... | 8 0 | 16 0 | ... | ... | ... | ... | 18 0 | ... | 11 0 | 80 0 | 11 0 | |
| | Góro Hills | 8 0 | ... | 5 0 | 16 0 | ... | ... | ... | ... | 10 0 | ... | 9 0 | 160 0 | 8 0 | |
| | Kámrup | 16 0 | ... | 8 0 | 12 0 | ... | ... | ... | ... | 14 0 | ... | 11 0 | 160 0 | 11 0 | |
| | Darrang | 7 0 | ... | 8 0 | 13 0 | ... | ... | ... | ... | 14 0 | ... | 11 0 | 150 0 | 9 0 | |
| | Nowgong | 8 0 | ... | 7 0 | 16 0 | ... | ... | ... | ... | 11 0 | ... | 10 0 | 120 0 | 10 0 | |
| | Sibsagar | ... | ... | 8 0 | 16 0 | ... | ... | ... | ... | 11 0 | ... | 10 0 | 80 0 | 9 0 | |
| | Lakhimpur | 9 0 | ... | 10 0 | 14 0 | ... | ... | ... | ... | 12 0 | 8 0 | 10 8 | 160 0 | 9 8 | |
| | Khási and Jaintiá Hills | ... | ... | 6 0 | 7 8 | ... | ... | ... | ... | 8 0 | 16 0 | 7 0 | 100 0 | 7 8 | |
| | Nágá Hills | ... | ... | ... | 6 0 | ... | ... | ... | ... | ... | ... | 5 0 | 64 0 | 3 0 | |
| | Dehra Dún | 18 0 | 31 0 | 6 0 | 10 8 | 16 0 | 20 0 | 25 0 | ... | 24 8 | 30 0 | 24 0 | 160 0 | 11 0 | |
| | Saháranpur | 19 5½ | 29 0½ | 7 8½ | 12 14½ | 26 14 | 21 8 | 43 0 | 43 0 | 26 14 | 32 4 | 21 8 | 107 8 | 12 5½ | |
| | Muzaffarnagar | 19 12 | 35 5 | 6 9 | 15 6 | 27 8 | 26 6 | 22 0 | 11 0 | 26 6 | 27 8 | 16 8 | 110 0 | 13 4 | |
| | Meerut | 17 0 | 30 0 | 6 0 | 14 0 | 27 0 | 24 0 | 22 0 | 22 0 | 26 8 | 27 0 | 28 0 | 100 0 | 13 8 | |
| | Bulandshahr | 19 8 | 34 0 | 6 0 | 11 0 | 32 0 | 27 0 | ... | 22 0 | 31 12 | 31 8 | 19 0 | 160 0 | 13 0 | |
| | Aligarh | 18 8 | 32 0 | 5 4 | 10 4 | 25 0 | 26 8 | ... | 17 8 | 31 0 | 36 0 | 33 0 | 120 0 | 14 0 | |
| | Kumaun | 14 0 | 16 0 | 11 0 | 12 0 | ... | ... | 20 0 | 24 0 | 14 0 | 16 0 | 10 0 | 200 0 | 8 0 | |
| | Garhwál | 16 0 | 20 0 | 7 0 | 12 8 | 22 0 | 12 8 | ... | 22 0 | 8 0 | ... | 9 0 | 160 0 | 7 8 | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N.-W. Provinces. | Bijnor | 18 4 | 31 8 | 12 6 | 14 1 | ... | 23 10 | ... | ... | 22 12 | ... | ... | 135 0 | 12 2 |
| | Moradabad | 19 4 | 34 0 | 10 0 | 15 12 | 31 0 | 23 8 | ... | 25 0 | 25 8 | 34 0 | 28 0 | 112 8 | 13 4 |
| | Budaun | 21 4½ | 33 9½ | 6 0 | 16 12½ | ... | 27 0 | ... | 30 0 | 28 12½ | 33 9½ | 27 0 | 144 0 | 12 9½ |
| | Bareilly | 19 6 | 28 12 | 6 4 | 14 6 | 28 12 | 23 12 | 35 0 | 22 8 | 24 6 | 32 8 | 23 12 | 100 0 | 12 8 |
| | Sháhjahánpur | 22 8 | 36 0 | 9 8 | 20 8 | ... | ... | ... | 34 0 | 32 0 | 32 0 | 25 0 | 120 0 | 11 8 |
| | Tarái Pergunnahs | 22 8 | 25 0 | 9 0 | 17 8 | 30 0 | 22 8 | ... | 31 4 | 23 12 | 37 8 | 25 0 | 100 0 | 12 0 |
| | Muttra | 17 0 | 26 0 | 7 8 | 14 0 | 28 0 | 24 0 | ... | 18 0 | 28 0 | 29 0 | 32 0 | 120 0 | 13 0 |
| | Agra | 17 0 | 25 12 | 6 0 | 12 0 | 25 0 | 23 0 | ... | ... | 27 8 | 30 0 | 18 0 | 100 0 | 14 0 |
| | Farukhabad | 18 8 | 26 0 | 6 8 | 12 0 | ... | 19 8 | ... | 24 0 | 25 8 | 26 0 | 24 8 | 110 0 | 11 12 |
| | Mainpuri | 20 2 | 26 8 | 4 8 | 12 8 | ... | 24 8 | 40 0 | ... | 26 12 | 31 8 | 29 8 | 190 0 | 13 0 |
| | Etáwah | 19 8 | 24 8 | 11 0 | 13 0 | 21 8 | 24 12 | 27 0 | 26 0 | 31 1 | 33 8 | 32 0 | 120 0 | 12 0 |
| | Etah | No return | received. | | | | | | | | | | | |
| | Jalaun | 26 8 | 24 0 | 9 0 | 11 0 | 22 0 | 18 0 | ... | 16 0 | 37 0 | 22 0 | 35 0 | 140 0 | 11 0 |
| | Jhánsi | 23 12½ | 30 8 | 8 0 | 15 0 | 25 0 | 22 12 | ... | ... | 32 2½ | 35 0 | 33 11 | 200 0 | 11 8 |
| | Lalitpur | 24 4 | 32 0 | 12 0 | 14 0 | 26 0 | 22 0 | 35 0 | 34 0 | 35 0 | 35 0 | 14 0 | 160 0 | 11 0 |
| | Cawnpore | 19 12 | 29 0 | 10 8 | 14 8 | 21 0 | 20 0 | ... | 25 0 | 30 0 | 34 0 | 29 0 | 130 0 | 15 0 |
| | Fatehpur | 16 12 | 24 0 | 13 0 | 15 0 | ... | ... | ... | ... | 28 4 | ... | 28 0 | 160 0 | 11 0 |
| | Bánda | 17 8 | 23 0 | 8 0 | 14 8 | 27 0 | 23 0 | 35 0 | 25 0 | 37 0 | ... | 22 0 | 160 0 | 12 0 |
| | Allahabad | 15 12 | 28 0 | 8 0 | 14 0 | 24 0 | 27 0 | ... | ... | 30 0 | ... | 20 0 | 120 0 | 11 4 |
| | Hamírpur | 19 4 | 24 2 | 8 0 | 15 12 | ... | 25 4 | ... | ... | 35 8 | ... | ... | 140 0 | 12 1 |
| | Jaunpur | 21 3 | 32 8 | 7 0 | 15 8 | ... | ... | ... | ... | 32 8 | ... | 26 14 | 140 0 | 12 0 |
| | Gorakhpur | 18 7 | 31 8 | 9 14½ | 18 0 | ... | ... | 30 9½ | 25 3 | 28 13 | 25 3 | 26 1½ | 140 0 | 11 6½ |
| | Basti | 22 0 | 36 0 | 10 0 | 15 0 | ... | ... | ... | ... | 30 0 | ... | 28 0 | 160 0 | 12 0 |
| | Azamgarh | 18 8 | 27 12 | 10 5 | 19 3 | ... | 20 10 | 35 8 | 23 10 | 25 1 | 29 8 | 17 0 | 177 8 | 11 2 |
| | Mirzapur | 17 0 | 26 0 | 9 0 | 15 0 | 23 0 | 23 0 | 32 0 | 24 0 | 26 0 | 32 0 | 25 0 | 70 0 | 11 0½ |
| | Benares | 18 7 | 26 9 | 10 9½ | 16 13 | 20 10 | 21 11 | 24 6 | 23 14 | 25 8 | 28 3 | 23 9 | 110 0 | 11 8 |
| | Gházipur | 18 0 | 26 6½ | 7 12 | 16 12 | ... | 21 4 | 38 10 | 25 12 | 27 0½ | ... | 25 1½ | 128 12 | 10 5 |
| | Balia | 20 0 | 29 8 | 10 4 | 15 0 | ... | ... | 20 8 | 16 8 | 30 2 | 30 2 | 25 12 | 100 0 | 12 0 |
| | Philibhit | 18 12 | 35 0 | 15 0 | 17 8 | ... | ... | ... | 25 0 | ... | ... | ... | 160 0 | 12 0 |
| Oudh. | Sultánpur | 22 0 | 34 0 | 11 0 | 19 0 | 30 0 | 24 0 | 40 0 | 20 0 | 38 0 | 32 0 | 36 0 | 160 0 | 11 8 |
| | Partábgarh | 20 0 | 33 0 | 16 0 | 19 12 | ... | ... | 44 4 | ... | 32 0 | ... | 21 4 | 180 0 | 11 0 |
| | Fyzabad | 18 12 | 31 8 | 9 8 | 19 0 | ... | 22 0 | 38 0 | 25 0 | 35 0 | 32 0 | 25 12 | 100 0 | 11 8 |
| | Kheri | 26 8 | 38 0 | 9 0 | 18 0 | 27 0 | 25 0 | 49 0 | 22 0 | 36 0 | 47 0 | 21 0 | 120 0 | 12 0 |
| | Lucknow | 19 10 | 31 0 | 6 0 | 17 0 | ... | 21 0 | 35 0 | 32 8 | 29 2 | 32 0 | 28 0 | 90 0 | 11 8 |
| | Bára Banki | 20 2 | 32 0 | 8 0 | 13 0 | 24 0 | 22 4 | 34 0 | 17 0 | 34 0 | 39 0 | 28 0 | 120 0 | 11 8 |
| | Bahraich | 23 0 | 44 0 | 14 0 | 18 0 | 28 0 | 22 0 | 40 0 | ... | 36 0 | 40 0 | 30 0 | 160 0 | 12 0 |
| | Rai Bareli | 20 8 | 28 0 | 7 0 | 19 0 | ... | 30 0 | 40 0 | 28 0 | 32 8 | 26 0 | 32 0 | 200 0 | 11 0 |
| | Sitapur | 25 0 | 40 0 | 8 0 | 20 0 | ... | 16 0 | 40 0 | 26 0 | 37 8 | 36 0 | 30 0 | 140 0 | 11 0 |
| | Gonda | 22 8 | 35 0 | 16 4 | 19 6 | 26 12 | 32 0 | 37 0 | 25 0 | 39 0 | 50 0 | 32 0 | 200 0 | 12 0 |
| | Unáo | 19 0 | 28 0 | 9 0 | 17 0 | 25 0 | 16 0 | ... | 20 0 | 29 0 | 32 0 | 19 0 | 160 0 | 12 0 |
| | Hardui | 21 12 | 35 8 | 7 0 | 14 0 | ... | 32 0 | 44 0 | 38 0 | 35 0 | 50 0 | 28 8 | 160 0 | 12 8 |
| Punjab. | Hissar | 16 0 | 30 0 | ... | 10 0 | 28 0 | 22 0 | ... | ... | 31 0 | 20 0 | ... | 100 0 | 12 8 |
| | Rohtak | 17 0 | 26 0 | ... | 11 0 | 28 0 | 20 0 | ... | ... | 30 0 | 25 0 | ... | 120 0 | 12 12 |
| | Gurgaon | 19 0 | 29 0 | ... | 10 0 | 27 0 | 23 0 | ... | ... | 29 0 | 24 0 | 30 0 | 125 0 | 12 0 |
| | Delhi | 18 0 | 28 0 | ... | 12 0 | 28 0 | 20 0 | ... | 19 0 | 28 0 | 28 0 | 26 0 | 80 0 | 12 8 |
| | Karnál | 18 0 | 30 0 | ... | 13 0 | 24 0 | 20 0 | 25 0 | 16 0 | 27 0 | 30 0 | 22 0 | 120 0 | 11 0 |
| | Umballa | 20 0 | 28 0 | ... | 13 0 | 32 0 | 20 0 | ... | 20 0 | 30 0 | 30 0 | 21 0 | 130 0 | 13 12 |
| | Simla | No return | received. | | | | | | | | | | | |
| | Kángra | 20 0 | 29 0 | ... | 14 0 | ... | ... | 40 0 | ... | 20 0 | 27 0 | 15 0 | 120 0 | 12 0 |
| | Hoshiárpur | 20 0 | 30 0 | ... | 10 0 | 28 0 | 21 0 | ... | 20 0 | 28 0 | 28 0 | ... | 100 0 | 14 0 |
| | Jullundur | 20 0 | 28 0 | ... | 8 0 | 28 0 | 16 0 | ... | 20 0 | 30 0 | 30 0 | ... | 110 0 | 14 0 |
| | Ludhiána | 22 0 | 24 0 | ... | 11 0 | 36 0 | 27 0 | ... | 16 0 | 33 0 | 34 0 | ... | 100 0 | 14 0 |

*v* In sub-divisions retail prices of salt per rupee were:—Sasseram and Buxar 12 seers and Bhabuah 11 seers.
*w* In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.
*x* At Seetamarhee retail prices of salt 11 seers per rupee.
*y* In sub-divisions retail price of salt per rupee were:—Sewan 11-8 seers and Gopalgunge 11-10 seers.
*z* At Bettiah retail price of salt 11-8 seers per rupee.
*z1* At Beguserai and Jamui retail price of salt 11 seers per rupee.
*z2* In sub-divisions retail prices of salt per rupee were:—Banka and Soopole 11 seers and Mudehpura 10-8 seers.
*z3* In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Raneegunge in Arrareah sub-division 11-8 seers.
*z4* In sub-divisions retail prices of salt per rupee were:—Rajmehal 12 seers, Pakour 12-8 seers, Deoghur 13 seers, Godda 11 seers, and Jamtara 13 seers.
*z5* At Bhadruck retail price of salt 9 seers per rupee.
*z6* At Kharagdiha in Giridi sub-division retail price of salt 11 seers per rupee.
*z7* At Daltongunge retail price of salt 9 seers per rupee.
*z8* At Govindpore retail price of salt 12 seers per rupee.

## PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF OCTOBER 1886—*continued.*

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Provinces. | Districts. | Quantities per Rupee in seers of 80 tolas. | | | | | | | | | | | | | Remarks. |
| | | Wheat. | Barley. | Rice, best sort. | Rice, common. | Jowar or Cholum (*Sorghum vulgare*). | Bajra or Cumbu (*Pennisetum typhoideum*). | Marua or Ragi (*Eleusine coracana*). | Kangni or Kakun, Italian millet (*Setaria italica*). | Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*.) | Maize (*Zea Mays*). | Arhar or Thár Cadjan Pea (*Cajanus indicus*). | Firewood. | Salt. | |
| | | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | |
| Punjab—*continued.* | Ferozepore | 19 0 | 30 0 | ... | 11 0 | 28 0 | 23 0 | ... | 24 0 | 32 0 | 26 0 | ... | 90 0 | 14 0 | |
| | Mooltan | 14 0 | 20 0 | ... | 8 0 | 24 0 | 16 0 | ... | 15 0 | 23 0 | 17 0 | ... | 80 0 | 15 0 | |
| | Jhang | 15 0 | 26 0 | ... | 10 0 | 16 0 | 16 0 | 20 0 | 18 0 | 21 0 | 21 0 | 10 0 | 200 0 | 14 0 | |
| | Montgomery | 16 0 | 24 0 | ... | 10 0 | 20 0 | ... | ... | 20 0 | 25 0 | 16 0 | ... | 200 0 | 12 0 | |
| | Lahore | 17 0 | 30 0 | ... | 11 0 | 25 0 | 18 0 | ... | 24 0 | 25 0 | 24 0 | 14 0 | 90 0 | 14 0 | |
| | Amritsar | 20 0 | 36 0 | ... | 13 0 | 34 0 | 19 0 | 16 0 | 20 0 | 29 0 | 29 0 | 16 0 | 90 0 | 15 0 | |
| | Gurdáspur | 23 0 | 28 0 | ... | 14 0 | 28 0 | 14 0 | ... | 16 0 | 26 0 | 28 0 | ... | 120 0 | 14 0 | |
| | Siálkot | 18 0 | 37 0 | ... | 11 0 | 30 0 | ... | ... | 30 0 | 25 0 | 26 0 | ... | 90 0 | 15 0 | |
| | Gujrát | 26 0 | 38 0 | ... | 14 0 | 28 0 | 24 0 | ... | 22 0 | 30 0 | 26 0 | ... | 150 0 | 16 0 | |
| | Gujránwála | 17 0 | 34 0 | ... | 11 0 | 26 0 | 20 0 | 30 0 | 15 0 | 24 0 | 25 0 | ... | 100 0 | 15 0 | |
| | Shahpur | 17 0 | 26 0 | ... | 11 0 | 23 0 | 21 0 | 24 0 | 20 0 | 23 0 | 22 0 | 10 0 | 240 0 | 16 0 | |
| | Jhelum | 19 0 | 32 0 | ... | 13 0 | 25 0 | 24 0 | ... | ... | 27 0 | 25 0 | 13 0 | 150 0 | 16 0 | |
| | Ráwalpindi | 19 0 | 32 0 | ... | 10 0 | ... | 31 0 | ... | 23 0 | 26 0 | 26 0 | 25 0 | 90 0 | 15 0 | |
| | Hazára | 17 0 | 22 0 | ... | 11 0 | ... | 20 0 | ... | ... | 21 0 | 21 0 | ... | 100 0 | 12 0 | |
| | Pesháwar | 16 0 | 25 0 | ... | 13 0 | 20 0 | 23 0 | ... | 19 0 | 21 0 | 24 0 | 27 0 | 105 0 | 45 5 | |
| | Kohát | 16 0 | 23 0 | ... | 16 0 | 21 0 | 21 0 | ... | ... | 22 0 | 21 0 | ... | 150 0 | 60 0 | |
| | Bannu | 20 0 | 45 0 | ... | 10 0 | 20 0 | 22 0 | ... | 8 0 | 29 0 | 31 0 | 15 0 | 60 0 | 40 0 | |
| | D. I. Khán | 16 0 | 25 0 | ... | 8 0 | 20 0 | 21 0 | 15 0 | 6 0 | 24 0 | ... | ... | 118 0 | 33 0 | |
| | D. G. Khán | 13 0 | 20 0 | ... | 9 0 | 20 0 | 15 0 | 15 0 | 15 0 | 20 0 | 15 0 | 11 0 | 125 0 | 20 0 | |
| | Muzaffargarh | 15 0 | 21 0 | ... | 12 0 | 23 0 | 16 0 | ... | 16 0 | 20 0 | ... | ... | 100 0 | 14 0 | |
| Central Provinces. | Saugor | 19 12 | ... | 8 8 | 8 15 | ... | ... | ... | ... | 27 12 | ... | 16 0 | 160 0 | 9 2 | |
| | Damoh | 18 13 | ... | 10 11 | 11 7 | ... | ... | ... | ... | 26 11 | ... | 12 13 | 200 0 | 10 11 | |
| | Jubbulpore | 16 0 | ... | 8 12 | 10 8 | ... | ... | ... | ... | 23 0 | ... | 13 0 | 120 0 | 11 0 | |
| | Mandla | 18 13 | ... | 10 0 | 13 0 | ... | ... | ... | ... | 25 13 | ... | 10 13 | 256 0 | 10 13 | |
| | Seoni | 17 4 | ... | 8 0 | 10 3 | ... | ... | ... | ... | 20 6 | ... | 10 15 | 210 0 | 10 11 | |
| | Narsinghpur | 16 6 | ... | 9 3 | 10 8 | ... | ... | ... | ... | 23 5 | ... | 15 14 | 140 0 | 11 7 | |
| | Hoshangabad | 16 0 | ... | 7 0 | 9 0 | ... | ... | ... | ... | 21 0 | ... | 13 0 | 200 0 | 10 14 | |
| | Nimár | 17 1 | ... | 7 8 | 12 | 35 7 | ... | ... | ... | 18 9 | ... | 10 4 | 120 0 | 11 15 | |
| | Betúl | 16 12 | ... | 9 10 | 12 | 20 3 | ... | ... | ... | 19 7 | ... | 9 8 | 320 0 | 9 1 | |
| | Chhindwára | 12 11 | ... | 6 11 | 8 14 | 18 0 | ... | ... | ... | 21 11 | ... | 9 0 | 160 0 | 9 2 | |
| | Wardha | 20 0 | ... | 8 14 | 11 7 | 26 11 | ... | ... | ... | 16 0 | ... | 11 7 | 160 0 | 10 11 | |
| | Nágpur | 18 2 | ... | 8 12 | 13 2 | 23 7 | ... | ... | ... | 19 11 | ... | 12 8 | 110 0 | 10 8 | |
| | Chánda | 17 3 | ... | 12 3 | 13 8 | 18 13 | ... | ... | ... | 14 14 | ... | 12 10 | 675 0 | 10 14 | |
| | Bhandára | 16 4 | ... | 10 0 | 13 12 | ... | ... | ... | ... | 18 12 | ... | 11 4 | 200 0 | 9 0 | |
| | Bálaghát | 17 1 | ... | 13 2 | 16 9 | ... | ... | ... | ... | 14 6 | ... | 15 0 | 144 0 | 9 0 | |
| | Raipur | 22 15 | ... | 12 6 | 18 8 | ... | ... | ... | ... | 22 0 | ... | 18 5 | 60 0 | 11 0 | |
| | Biláspur | 22 3 | ... | 13 8 | 20 4 | ... | ... | ... | ... | 29 5 | ... | 17 8 | 128 0 | 9 0 | |
| | Sambalpur | 20 2 | ... | 21 0 | 28 0 | ... | ... | ... | ... | 19 8 | ... | 13 0 | 160 0 | 11 6 | |
| | *Arakan Division.* | | | | | | | | | | | | | | |
| | Akyab | ... | ... | 11 0 | 14 8 | ... | ... | ... | ... | 10 0 | ... | ... | 200 0 | 35 0 | |
| | Kyoukpyu | ... | ... | 17 0 | 19 0 | ... | ... | ... | ... | 5 0 | ... | ... | 50 0 | 42 0 | |
| | Sandoway | ... | ... | 19 2 | 22 14 | ... | ... | ... | ... | ... | ... | ... | 469 11 | 39 0 | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *Pegu Division.* | | | | | | | | | | | | | | |
| LOWER BURMA. | Rangoon Town | 11 2 | ... | 13 2 | 15 0 | ... | ... | ... | ... | 15 2 | ... | ... | 320 0 | 29 2 | |
| | Pegu | ... | ... | 10 2 | 14 3 | ... | ... | ... | ... | 11 13 | ... | ... | 135 0 | 26 15 | |
| | Tharrawaddy | ... | ... | 11 14 | 12 15 | ... | ... | ... | ... | 11 1 | ... | ... | 535 11 | 22 5 | |
| | Prome | 12 2 | ... | 12 3 | 15 4 | ... | ... | ... | ... | 12 7 | 33 9 | ... | 209 8 | 18 10 | |
| | *Irrawaddy Division.* | | | | | | | | | | | | | | |
| | Bassein | ... | ... | 12 8 | 14 7 | ... | ... | ... | ... | 10 7 | ... | ... | 310 14 | 28 6 | |
| | Henzada | ... | ... | 11 15 | 15 10 | ... | ... | ... | ... | ... | ... | ... | 183 8 | 35 8 | |
| | Thonegwa | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Thayetmyo | 12 1 | ... | 10 3 | 12 7 | ... | ... | ... | ... | 11 1 | ... | ... | 367 8 | 18 15 | |
| | *Tenasserim Division.* | | | | | | | | | | | | | | |
| | Moulmein Town and Amherst | 9 0 | ... | 9 11 | 11 2 | ... | ... | ... | ... | 12 2 | 12 2 | ... | 220 0 | 30 8 | |
| | Tavoy | ... | ... | 13 0 | 19 6 | ... | ... | ... | ... | ... | ... | ... | 399 3 | 16 1 | |
| | Mergui | ... | ... | 14 9 | 16 10 | ... | ... | ... | ... | ... | ... | ... | 428 0 | 14 9 | |
| | Toungoo | ... | ... | 10 10 | 12 13 | ... | ... | ... | ... | 8 11 | ... | ... | 27 0 | 18 12 | |
| | Shwaygyin | ... | ... | 9 13 | 11 12 | ... | ... | ... | ... | ... | ... | ... | 200 0 | 18 14 | |
| HYDERABAD ASSIGNED DISTRICTS. | Secunderabad | 14 13 | ... | 6 13 | 11 4 | 21 7 | ... | ... | ... | 11 15 | ... | 9 13 | 115 0 | 10 3 | |
| | Bolarum | 16 6 | ... | 7 14 | 9 8 | 24 9½ | ... | ... | ... | 13 8 | ... | ... | 116 14 | 10 7 | |
| | Chadarghat | 11 0 | ... | 7 0 | 9 8 | 23 0 | 23 0 | ... | ... | 11 8 | ... | 10 0 | 88 0 | 9 8 | |
| | Amráoti | 17 12 | ... | 8 0 | 9 6 | 26 6 | 18 0 | ... | ... | 16 3 | ... | 10 3 | * | 12 0 | |
| | Akola | 18 0 | ... | 7 0 | 10 0 | 26 0 | 20 0 | ... | ... | 16 0 | ... | 16 0 | * | 12 0 | |
| | Ellichpur | 18 0 | 9 0 | 6 0 | 9 0 | 24 0 | 15 0 | ... | ... | 14 0 | ... | 9 0 | * | 11 0 | |
| | Buldana | 21 0 | ... | 8 0 | 12 0 | 42 0 | 32 0 | ... | ... | 27 0 | ... | 9 0 | * | 10 0 | |
| | Wun | 18 0 | ... | 8 0 | 10 0 | 28 0 | 14 0 | ... | ... | 14 0 | ... | 18 0 | * | 11 0 | |
| | Básim | 20 8 | ... | 7 2 | 11 0 | 38 0 | ... | ... | ... | 18 0 | ... | ... | * | 10 0 | |
| MYSORE. | Bangalore | 10 12 | 11 12 | 9 5 | 10 8 | 27 0 | ... | 33 0 | ... | 11 0 | ... | 12 0 | 84 0 | 11 4 | |
| | Kolar | ... | 12 4 | 12 0 | 14 0 | ... | ... | 41 0 | ... | 12 0 | ... | 13 0 | 144 0 | 11 0 | |
| | Túmkúr | 13 8 | 12 8 | 12 8 | 13 8 | ... | ... | 45 0 | ... | 12 8 | ... | 16 8 | 340 0 | 11 8 | |
| | Mysore | 11 12 | 10 0 | 10 0 | 11 12 | 44 0 | 32 0 | 32 0 | 10 0 | 11 0 | ... | 11 0 | 72 0 | 9 8 | |
| | Hassan | ... | 12 0 | 12 0 | 15 0 | ... | ... | 44 0 | ... | 12 0 | ... | 12 0 | 96 0 | 10 0 | |
| | Shimoga | 12 10 | 13 10 | 12 10 | 15 12 | ... | ... | 42 0 | ... | 12 10 | ... | ... | 480 0 | 8 6 | |
| | Kadur | 10 0 | 12 0 | 16 0 | 18 0 | ... | ... | 42 0 | ... | 13 0 | ... | 10 0 | 64 0 | 11 0 | |
| | Chitaldroog | 14 5 | 14 0 | 12 6 | 14 10 | 36 12 | 17 8 | 45 1 | 30 10 | 14 5 | ... | 13 3 | 320 0 | 11 4 | |
| COORG | Coorg | 10 4 | 9 12 | 13 15 | 18 9 | ... | ... | 33 7 | ... | 24 11 | ... | ... | 110 0 | 11 13 | |
| RAJPOOTANA. | Jeypore | 16 0 | 29 0 | 4 8 | 8 12 | 30 0 | 24 0 | ... | 21 0 | 28 0 | 32 0 | 33 0 | 115 0 | 14 0 | |
| | Kishengurh | 16 0 | 28 12 | 9 0 | 10 0 | 37 0 | 22 8 | ... | ... | 30 0 | 28 4 | ... | ... | 16 0 | |
| | Kerrowlee | 18 7 | 29 6 | 12 8 | 13 12 | 30 0 | 23 2 | ... | 22 8 | 28 12 | ... | 36 8 | 200 0 | 12 15 | |
| | Ulwur | 19 5 | 28 8 | 8 10 | 11 3 | 27 12 | 23 1 | ... | 21 0 | 28 9 | 26 1 | 35 0 | 200 0 | 15 0 | |
| | Bhurtpore (City) | 18 0 | 28 4 | 7 0 | 8 4 | 25 6 | 24 1 | ... | 15 12 | 28 4 | 27 4 | 32 0 | 160 0 | 12 4 | |
| | Ajmere | 15 0 | 26 0 | 3 0 | 8 0 | 28 0 | 22 0 | ... | ... | 27 0 | 26 0 | ... | 80 0 | 14 0 | |
| | Deoli Cantonment | 21 0 | 33 0 | 5 8 | 11 8 | 38 0 | 28 0 | ... | ... | 34 6 | ... | ... | 230 0 | 12 0 | |
| | Erinpura | 17 8 | 28 0 | ... | 8 8 | 22 8 | 22 8 | ... | ... | 26 12 | ... | ... | 260 0 | 14 0 | |
| | Sirohee | 17 0 | 28 0 | 6 0 | 8 0 | 20 0 | 22 0 | ... | 20 0 | 20 0 | 25 0 | 15 0 | 200 0 | 14 0 | |
| | Abu | 14 0 | 25 0 | 5 8 | 7 8 | ... | 19 0 | ... | ... | 19 0 | ... | 10 0 | ... | 13 0 | |
| | Anadra | 18 12 | 26 0 | 6 0 | 8 0 | ... | 22 0 | ... | ... | 21 0 | ... | 12 0 | ... | 14 3 | |
| | Bálmere | 16 8 | ... | 5 0 | 9 0 | ... | 28 0 | ... | ... | 16 0 | ... | ... | 260 0 | 18 0 | |
| | Jeysalmere | 13 0 | ... | 10 6 | 12 10 | 15 8 | 17 4 | ... | ... | 14 8 | ... | ... | ... | 25 9 | |
| | Hilly Tracts of Meywar | 22 0 | 25 0 | ... | 16 0 | ... | ... | ... | ... | 24 0 | 38 0 | ... | † | 11 8 | |
| | Meywar (Oodeypore) | 14 1 | 21 9¾ | 9 6 | 10 2½ | 17 3 | 12 14¼ | ... | 15 10 | 18 12 | 23 7 | 10 2½ | 200 0 | 11 11½ | |
| | Bánswára (Meywar Agency) | 22 8 | 22 8 | 7 8 | 15 0 | 20 0 | ... | ... | ... | 37 8 | 38 2 | ... | ... | 12 8 | |
| | Partábgarh ( " ) | 16 14 | 20 0 | 8 12 | 11 4 | 21 4 | 18 12 | ... | ... | 21 4 | 27 8 | 21 14 | ... | 17 8 | |
| | Marwar (Jodhpore) | 16 14 | 27 8 | 6 4 | 8 12 | 25 0 | 22 8 | ... | ... | 25 0 | 25 0 | ... | ... | 16 10¼ | |

* Firewood is sold by head-load, bullock-load, and cart-load, and not by weight.

† Ten pies per bundle.

## PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF OCTOBER 1886—*concluded.*

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Quantities per Rupee in seers of 80 tolas. | | | | | | | | | | | | | |
| Provinces. | Districts. | Wheat. | Barley. | Rice, best sort. | Rice, common. | Jowar or Cholum (*Sorghum vulgare*). | Bajra or Cumbu (*Pennisetum typhoideum*). | Marua or Ragi (*Eleusine coracana*). | Kangni or Kakun, Italian millet (*Setaria italica*). | Gram, Chenna Chola, Kadalay or Sunaga (*Cicer arietinum*). | Maize (*Zea Mays*). | Arhar or Thúr Cadjan Pea (*Cajanus indicus*). | Firewood. | Salt. | Remarks. |
| | | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | |
| Rajpootana—*contd.* | Bikaneer | 10 10 | ... | 3 15 | 6 13 | ... | 16 2 | ... | ... | 19 9 | ... | 8 8 | 100 0 | 14 0 | |
| | Boondee | 23 0 | 36 8 | 11 0 | 11 8 | 36 8 | ... | ... | ... | 38 8 | 38 8 | ... | 200 0 | 12 8 | |
| | Kotah | 20 0 | 25 0 | 7 0 | 9 0 | 25 0 | 18 0 | ... | ... | 34 0 | 25 0 | 20 0 | 240 0 | 12 0 | |
| | Tonk | 20 6 | 30 0 | 8 8 | 11 12 | 36 4 | 28 12 | ... | 20 0 | 36 8 | 30 0 | ... | 85 0 | 14 4 | |
| | Jhallawar | 22 9 | 22 13 | 9 7 | 11 13 | 33 2 | 24 9½ | ... | 17 11 | 36 8 | 33 2 | 11 13 | 175 0 | 11 13 | |
| | Shahpoora | 20 12 | 31 5 | 9 0 | 12 0 | 30 0 | 22 8 | ... | ... | 27 10 | 27 8 | ... | 160 0 | 13 4 | |
| | Dholpur | 17 8 | 26 5 | 9 8 | 11 6 | 26 14 | 26 0 | ... | 20 4 | 26 4 | ... | 35 10 | 90 0 | 13 8 | |
| Central India. | Indore | 13 5 | 21 0 | 8 9 | 10 0 | 30 0 | 28 3 | * | * | 21 14 | 34 4 | 16 0 | 100 0 | 12 0 | * Not sold. |
| | Gwalior | 19 1 | 19 11 | 7 12 | 9 9 | 21 12 | 21 2 | ... | 14 8 | 23 2 | 27 3 | 30 13 | 126 14 | 10 14 | |
| | Goona | 29 0 | 20 0 | 9 0 | 9 8 | 32 0 | 25 0 | ... | ... | 43 0 | 50 0 | 16 8 | 200 0 | 12 0 | |
| | Baghelkhand (Sutna) | 20 8 | 32 8 | 8 0 | 16 0 | 21 0 | 20 0 | * | * | 28 0 | * | 33 12 | 160 0 | 12 0 | |

DEPARTMENT OF FINANCE AND COMMERCE,
*(Statistical Branch).*

J. WESTLAND,
*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.

# DEPARTMENT OF FINANCE AND COMMERCE.

*Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first seven months of the official year 1886-87, and of the fifteen preceding years.*

(IN THOUSANDS OF RUPEES.)

| YEAR. | FOR THE SEVEN MONTHS, APRIL TO OCTOBER. | | | | | | | | | | | | | | | | | | | | | | | | | YEAR. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BENGAL. | | | | BOMBAY. | | | | SINDH. | | | | MADRAS. | | | | BRITISH BURMA. | | | | TOTAL BRITISH INDIA. | | | | | |
| | On Imports of Liquors. | On other Imports. | On Exports. | Total Revenue. | On Imports of Liquors. | On other Imports. | On Exports. | Total Revenue. | On Imports of Liquors. | On other Imports. | On Exports. | Total Revenue. | On Imports of Liquors. | On other Imports. | On Exports. | Total Revenue. | On Imports of Liquors. | On other Imports. | On Exports. | Total Revenue. | On Imports of Liquors. | On other Imports. | Total Import Revenue. | Export Revenue. | Total Revenue. | |
| 1871-72 | 5,80 | 41,51 | 11,68 | 58,99 | 4,21 | 23,72 | 2,19 | 30,12 | 73 | 71 | 97 | 2,41 | 2,01 | 7,31 | 8,29 | 17,61 | 90 | 2,39 | 10,72 | 14,01 | 13,65 | 75,64 | 89,29 | 33,85 | 1,23,14 | 1871-72. |
| 1872-73 | 7,16 | 42,07 | 12,77 | 62,00 | 3,19 | 23,87 | 1,80 | 28,86 | 65 | 65 | 1,29 | 2,59 | 2,26 | 6,86 | 6,55 | 15,67 | 1,82 | 2,71 | 19,53 | 24,06 | 15,08 | 76,16 | 91,24 | 41,94 | 1,33,18 | 1872-73. |
| 1873-74 | 5,84 | 40,14 | 9,35 | 55,33 | 3,46 | 23,11 | 1,78 | 28,35 | 71 | 46 | 66 | 1,83 | 2,07 | 7,87 | 8,06 | 18,00 | 1,95 | 2,78 | 15,46 | 20,19 | 14,03 | 74,36 | 88,39 | 35,31 | 1,23,70 | 1873-74. |
| 1874-75 | 6,68 | 45,52 | 6,83 | 59,03 | 3,88 | 26,13 | 1,94 | 31,95 | 66 | 38 | 76 | 1,80 | 2,01 | 7,95 | 7,83 | 17,79 | 2,28 | 3,75 | 10,24 | 16,27 | 15,51 | 83,73 | 99,24 | 27,60 | 1,26,84 | 1874-75. |
| 1875-76 | 6,92 | 43,56 | 8,11 | 58,59 | 3,90 | 22,60 | 3,45 | 29,95 | 73 | 54 | 92 | 2,19 | 2,37 | 8,33 | 7,68 | 18,38 | 2,18 | 2,78 | 18,51 | 23,47 | 16,10 | 77,81 | 93,91 | 38,67 | 1,32,58 | 1875-76. |
| 1876-77 | 7,23 | 37,99 | 7,41 | 52,63 | 4,57 | 22,10 | 58 | 27,25 | 90 | 42 | 13 | 1,45 | 3,20 | 7,42 | 5,02 | 15,64 | 2,59 | 3,04 | 13,00 | 18,63 | 18,49 | 70,97 | 89,46 | 26,14 | 1,15,60 | 1876-77. |
| 1877-78 | 8,46 | 47,56 | 8,64 | 64,66 | 4,89 | 25,79 | 52 | 31,20 | 1,19 | 49 | 22 | 1,90 | 3,07 | 4,63 | 1,14 | 8,84 | 2,81 | 3,33 | 9,65 | 15,79 | 20,42 | 81,80 | 1,02,22 | 20,17 | 1,22,39 | 1877-78. |
| 1878-79 | 7,45 | 38,84 | 7,75 | 54,04 | 4,78 | 23,32 | 1,25 | 29,35 | 1,03 | 32 | 11 | 1,46 | 3,29 | 5,48 | 2,50 | 11,27 | 4,02 | 3,95 | 14,44 | 22,41 | 20,57 | 71,91 | 92,48 | 26,05 | 1,18,53 | 1878-79. |
| 1879-80 | 6,68 | 35,70 | 5,23 | 47,61 | 5,19 | 19,68 | 1,02 | 25,89 | 1,79 | 45 | 11 | 2,35 | 3,11 | 5,34 | 3,70 | 12,15 | 3,96 | 3,60 | 17,39 | 24,95 | 20,73 | 64,77 | 85,50 | 27,45 | 1,12,95 | 1879-80. |
| 1880-81 | 7,52 | 34,66 | 6,51 | 48,69 | 4,89 | 28,25 | 1,03 | 34,17 | 2,60 | 64 | 13 | 3,37 | 2,82 | 6,14 | 5,21 | 14,17 | 2,68 | 4,53 | 19,36 | 26,57 | 20,51 | 74,22 | 94,73 | 32,24 | 1,26,97 | 1880-81. |
| 1881-82 | 7,50 | 32,69 | 8,80 | 48,99 | 5,89 | 25,50 | 85 | 32,24 | 2,24 | 71 | 17 | 3,12 | 2,78 | 5,69 | 3,38 | 11,85 | 3,93 | 4,42 | 22,92 | 31,27 | 22,34 | 69,01 | 91,35 | 36,12 | 1,27,47 | 1881-82. |
| 1882-83 | 8,02 | 2 | 8,84 | 16,88 | 5,83 | −1,05* | 78 | 5,56 | 2,03 | 4 | 31 | 2,38 | 3,18 | 1 | 2,41 | 5,60 | 4,67 | 5 | 28,37 | 33,09 | 23,73 | —93* | 22,80 | 40,71 | 63,51 | 1882-83. |
| 1883-84 | 7,83 | 10 | 10,20 | 18,13 | 6,08 | 21 | 69 | 6,98 | 2,05 | 2 | 27 | 2,34 | 2,88 | 7 | 3,10 | 6,05 | 4,56 | 10 | 20,30 | 24,96 | 23,40 | 50 | 23,90 | 34,56 | 58,46 | 1883-84. |
| 1884-85 | 6,90 | 20 | 5,78 | 12,88 | 5,69 | 22 | 95 | 6,86 | 2,21 | 3 | 28 | 2,52 | 2,70 | 1 | 3,47 | 6,18 | 4,43 | 6 | 15,08 | 19,57 | 21,93 | 52 | 22,45 | 25,56 | 48,01 | 1884-85. |
| 1885-86 | 7,46 | 14 | 7,17 | 14,77 | 6,69 | 27 | 53 | 7,49 | 2,48 | 3 | 39 | 2,90 | 2,77 | 5 | 2,17 | 4,99 | 3,66 | 4 | 23,83 | 27,53 | 23,06 | 53 | 23,59 | 34,09 | 57,68 | 1885-86. |
| 1886-87 | 7,22 | 26 | 5,95 | 13,43 | 6,69 | 32 | 64 | 7,65 | 2,65 | 6 | 54 | 3,25 | 3,79 | 10 | 3,25 | 7,14 | 5,05 | 10 | 19,68 | 24,83 | 25,40 | 84 | 26,24 | 30,06 | 56,30 | 1886-87. |

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
*Calcutta, 22nd November 1886.*

J. WESTLAND,
*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.

# PUBLIC WORKS DEPARTMENT.

## RAILWAY TRAFFIC.

No. XXVIII OF 1886-87.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

*N.B.*—As regards the figures in column "*Total Receipts from 1st April to date,*" audited figures have been used as far as possible.

| Latest Return received. | Railways. | Total mean length open. | Receipts for week ending 17th October 1885. Total. | Receipts for week ending 17th October 1885. Per mile open. | Total mean length open. | Receipts for week ending 16th October 1886. Total. | Receipts for week ending 16th October 1886. Per mile open. | Total receipts from 1st April to 17th October 1885. Total. | Total receipts from 1st April to 17th October 1885. Per mile open per week. | Total receipts from 1st April to 16th October 1886. Total. | Total receipts from 1st April to 16th October 1886. Per mile open per week. | Total increase in 1886-87. | Total Decrease in 1886-87. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | R | R | | R | R | R | R | R | R | R | R |
| | *Lines worked by Guaranteed Companies.* | | | | | | | | | | | | |
| 30th Oct., 1886 | Oudh and Rohilkhand | 608 | 96,821 | 159 | 683 | 92,297 | 135 | 31,07,490 | 179 | 35,61,021 | 184 | 4,53,531 | ... |
| 6th Nov., 1886 | Madras | 861 | 1,41,975 | 165 | 831 | 1,41,801 | 171 | 40,83,471 | 166 | 42,69,726 | 181 | 1,86,255 | ... |
| 6th ditto | South Indian | 654 | 82,678 | 126 | 654 | 1,04,566 | 160 | 24,97,312 | 134 | 28,44,349 | 153 | 3,47,037 | ... |
| 6th ditto | Great Indian Peninsula | 1,497 | 5,81,769 | 389 | 1,497 | 4,73,000 | 316 | 1,81,23,945 | 424 | 2,00,64,361 | 471 | 19,40,416 | ... |
| 30th Oct., 1886 | Bombay, Baroda and Central India | 461 | 2,22,135 | 482 | 461 | 2,07,000 | 449 | 69,25,705 | 526 | 73,02,849 | 557 | 3,77,144 | ... |
| | TOTAL | 4,081 | 11,25,378 | 276 | 4,126 | 10,18,664 | 247 | 3,47,37,923 | 298 | 3,80,42,306 | 324 | 33,04,383 | ... |
| | *State Lines worked by Guaranteed Companies.* | | | | | | | | | | | | |
| 13th Nov., 1886 | East Indian | 1,515 | 9,07,295 | 599 | 1,515 | 6,56,764 | 434 | 2,51,57,612 | 581 | 2,45,12,878 | 569 | ... | 6,44,734 |
| 6th ditto | Pátna-Gya | 57 | 8,349 | 146 | 57 | 6,971 | 122 | 2,79,082 | 171 | 2,95,955 | 182 | 16,873 | ... |
| 6th ditto | Dildarnagar-Ghazipur | 12 | 653 | 54 | 12 | 640 | 53 | 25,645 | 75 | 27,089 | 79 | 1,444 | ... |
| 6th ditto | Sindia | 75 | 6,941 | 93 | 75 | 7,812 | 104 | 1,83,353 | 86 | 1,95,143 | 92 | 11,790 | ... |
| 6th ditto | Rajputana-Malwa(*a*) | 1,660 | 3,53,092 | 213 | 1,664 | 2,92,000 | 175 | 89,04,988 | 188 | 97,01,507 | 205 | 7,96,519 | ... |
| 6th ditto | Southern-Mahratta | 315 | 17,165 | 54 | 315 | 25,670 | 81 | 4,80,222 | 53 | 9,49,060 | 106 | 4,68,838 | ... |
| 6th ditto | Indian Midland | ... | ... | ... | 42 | 2,506 | 60 | ... | ... | 59,148 | 49 | 59,148 | ... |
| | TOTAL | 3,634 | 12,98,844 | 357 | 3,680 | 9,92,363 | 269 | 3,50,30,902 | 337 | 3,57,40,780 | 342 | 7,09,878 | ... |
| | *State Lines worked by Government.* | | | | | | | | | | | | |
| 6th Nov., 1886 | Eastern Bengal | 233 | 1,11,523 | 479 | 234 | 1,09,750 | 469 | 21,37,187 | 321 | 26,80,423 | 403 | 5,43,236 | ... |
| 6th ditto | Nalhati | 27 | 1,892 | 69 | 27 | 1,379 | 51 | 41,629 | 53 | 44,958 | 58 | 3,329 | ... |
| 6th ditto | Northern Bengal | 249 | 49,091 | 197 | 249 | 49,500 | 199 | 10,08,255 | 140 | 12,86,033 | 178 | 2,77,778 | ... |
| 6th ditto | Kaunia-Dharla | 37 | 2,250 | 61 | 37 | 2,200 | 59 | 67,051 | 62 | 57,495 | 54 | ... | 9,556 |
| 30th Oct., 1886 | Tirhoot | 226 | 20,394 | 90 | 246 | 23,001 | 93 | 6,74,498 | 105 | 8,02,586 | 115 | 1,28,088 | ... |
| 30th ditto | Wardha Coal | 45 | 11,945 | 265 | 45 | 7,997 | 178 | 2,55,552 | 199 | 3,44,978 | 270 | 89,426 | ... |
| 30th ditto | Nagpur and Chhattisgarh | 149 | 15,218 | 102 | 149 | 10,967 | 74 | 6,93,560 | 163 | 6,69,969 | 158 | ... | 23,591 |
| 30th ditto | Burma | 327 | 33,436 | 102 | 327 | 70,240 | 215 | 11,09,350 | 131 | 11,70,353 | 123 | 61,003 | ... |
| 25th Sept., 1886 | Chera-Companyganj | ... | ... | ... | ... | (*b*)... | ... | ... | ... | (*c*) 320 | 2 | 320 | ... |
| 6th Nov., 1886 | North-Western | 1,803 | 6,50,409 | 360 | 1,803 | 4,51,685 | 251 | 1,59,02,182 | 309 | 1,36,94,367 | 267 | ... | 22,07,815 |
| 23rd Oct., 1886 | Amritsar-Panthankot | 66 | 6,061 | 92 | 66 | 5,469 | 83 | 1,58,492 | 84 | 1,55,624 | 83 | ... | 2,868 |
| 30th ditto | Bareilly-Pilibhit | 36 | 818 | 23 | 36 | 1,311 | 36 | 36,639 | 35 | 48,342 | 47 | 11,703 | ... |
| 30th ditto | Dacca | 86 | 1,161 | 14 | 86 | 4,105 | 48 | 45,604 | 31 | 1,31,572 | 53 | 85,968 | ... |
| 30th ditto | Jorhat | 25 | 641 | 26 | 30 | 1,295 | 43 | 19,548 | 28 | 21,491 | 25 | 1,943 | ... |
| | TOTAL | 3,309 | 9,04,839 | 273 | 3,335 | 7,38,899 | 222 | 2,21,49,547 | 237 | 2,11,08,511 | 223 | ... | 10,41,036 |
| | GRAND TOTAL (GUARANTEED AND STATE) | 11,024 | 33,29,061 | 302 | 11,141 | 27,49,926 | 247 | 9,19,18,372 | 293 | 9,48,91,597 | 300 | 29,73,225 | ... |
| | GROSS ESTIMATED EXPENSES | ... | ... | ... | ... | ... | ... | 4,71,47,631 | 150 | 4,80,19,512 | 152 | ... | ... |
| | NET RECEIPTS | ... | ... | ... | ... | ... | ... | 4,47,70,741 | 142 | 4,68,72,085 | 148 | 21,01,344 | ... |
| | *Assisted Companies.* | | | | | | | | | | | | |
| 6th Nov., 1886 | Bengal Central | 125 | 8,432 | 67 | 125 | 8,142 | 65 | 2,84,175 | 80 | 3,12,408 | 88 | 28,233 | ... |
| 30th Oct., 1886 | Rohilkhand-Kumaon | 67 | 6,100 | 91 | 67 | 6,011 | 90 | 1,29,962 | 68 | 1,75,565 | 92 | 45,603 | ... |
| 30th ditto | Assam | 78 | 4,722 | 61 | 78 | 5,830 | 75 | 1,30,922 | 56 | 1,87,810 | 80 | 56,888 | ... |
| 6th Nov., 1886 | Bengal and North-Western | 303 | 18,437 | 60 | 303 | 23,090 | 76 | 6,47,937 | 75 | 10,48,817 | 122 | 4,00,880 | ... |
| 6th ditto | Tarakessur | 22 | 5,029 | 226 | 22 | 4,325 | 194 | 1,37,401 | 216 | 1,34,399 | 213 | ... | 3,002 |
| | TOTAL | 595 | 42,720 | 72 | 595 | 47,398 | 80 | 13,30,397 | 79 | 18,58,999 | 110 | 5,28,602 | ... |
| | *Native States.* | | | | | | | | | | | | |
| 6th Nov., 1886 | Bhavnagar-Gondal | 193 | 12,925 | 67 | 193 | 13,449 | 70 | 5,32,984 | 97 | 5,38,023 | 98 | 5,039 | ... |
| 6th ditto | Jodhpore | 64 | 3,268 | 51 | 64 | 5,290 | 82 | 89,495 | 49 | 1,12,616 | 63 | 23,121 | ... |
| 23rd Oct., 1886 | Nizam's | 121 | 15,910 | 131 | 208 | 23,632 | 114 | 6,26,291 | 181 | 7,73,716 | 131 | 1,47,425 | ... |
| 30th ditto | Mysore | 140 | 23,294 | 166 | 140 | 9,947 | 71 | 2,43,180 | 61 | 2,56,731 | 64 | 13,551 | ... |
| 6th Nov., 1886 | Rajpura-Patiala | 16 | 1,078 | 67 | 16 | 743 | 47 | 22,122 | 48 | 33,378 | 74 | 11,256 | ... |
| 30th Oct., 1886 | Morvi | ... | ... | ... | 24 | 361 | 15 | ... | ... | 22,082 | 32 | 22,082 | ... |
| | TOTAL | 534 | 56,475 | 106 | 645 | 53,422 | 83 | 15,14,072 | 99 | 17,36,546 | 94 | 2,22,474 | ... |

(*a*) Including Cawnpore-Achnera State Railway.
(*b*) Return not received.
(*c*) Total receipts from 16th June to 25th September, 1886.

R. GARDINER, *Captain, R.E.,*
*Offg. Under-Secretary.*

FORT WILLIAM,
*25th November, 1886.*

GOVERNMENT OF INDIA.

# REVENUE AND AGRICULTURAL DEPARTMENT.

## REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 24th NOVEMBER 1886.

GENERAL REMARKS.—Except in Madras and in a few places in Bengal, Bombay and the Punjab, no rain has fallen in the country during the week under report. No reports have been received from Burma.

The *kharif* harvest as been almost completed in the North-Western Provinces and Oudh and the Punjab, and has been finished in some places in Bombay and Rajputana. In the Central Provinces, Central India, Berar and Hyderabad, the crops continue in good condition. Generally the harvest promises to yield a good outturn in all parts of the country. In Madras, Mysore and Coorg the condition of the standing crops is satisfactory.

The rice crop in Bombay, Bengal and Assam promises well. Cotton prospects in Bombay, the Central Provinces and Berar are good.

In Bengal and the North-Western Provinces and Oudh, the poppy sowings are doing well. In the Central Provinces cloudy weather and heavy rains have injured the linseed crop which has been replaced by wheat in many parts.

The *rabi* sowings are now approaching completion in most of the Provinces, and prospects are everywhere satisfactory.

Fever and cholera continue in Bengal and there has been some mortality from the latter disease in Ajmere. Elsewhere the public health continues satisfactory.

Prices show an upward tendency in a few places in the Punjab and have also slightly risen in Coorg. Elsewhere they are generally steady.

| Presidency or Province and District. | Rainfall for week under report. | State of agricultural prospects. |
|---|---|---|
| **Madras—(Nov. 24th)** | | |
| Bellary | . . . . | Standing crops generally fair but paddy withering in parts of one taluk and *Dholl* affected by insects in another. Harvest dry grains, outturn average in parts and below average in others. Fever and cattle-disease in two taluks. |
| Kurnool | (Average) ·01 | Standing crops good, but paddy under canal suffering from want of water owing to a breach. Harvest early cereals, outturn about average. Smallpox in three and cattle-disease in two taluks. |
| Ganjam | (Average) ·14 | Standing crops paddy thriving; light paddy being reaped. Slight smallpox in three, fever in two and slight cattle-disease in four taluks. Cholera exists. |
| Kistna | (Average) ·20 | Standing crops generally good. Harvest paddy middling. River 2·9 feet water over anicut. Slight fever. Cholera in five and cattle-disease in two taluks. |
| Chingleput (Madras) | (Average) ·06 | Standing crops fair, but in one taluk slightly damaged by late cyclone. Harvest paddy, outturn below average. Smallpox and fever in one and cattle-disease in three taluks. |
| Coimbatore | (Average) ·74 | Standing crops generally good. Harvest wet and dry grains, outturn generally above average. Fever in two taluks, smallpox and cattle-disease in one. |
| Tanjore | Average last week since revised ·26; this week ·04. | Standing crops generally good. Harvest wet and dry grains outturn up to average. |
| Madura | (Average) ·28 | Slight fever in parts. |
| Malabar | (Average) ·27 | Second crop cultivation fair. Slight smallpox in six; fever and cattle-disease in two taluks. |
| Travancore | 1·47 | Paddy thriving. Fever in parts. *General Remarks.*—General prospects good. |
| **Bombay—(Nov. 24th)** | | |
| Karachi | *Nil* | River at Kotri on 22nd, 4 feet 11 inches against 5 feet 6 inches on same date last year. *Rabi* sowings commenced everywhere. Fever in 11 and cattle disease in 4 talukas. Wheat, red rice, and *bajri* in Karachi 26, 30, and 34, and in Tatta 24, 34, and 40 pounds per rupee, respectively. |
| Hyderabad | Rain on 16th and 17th at Hyderabad ·53, Mirpur ·03, Shahdadpur on 16th 3·20, Naushahro on 16th ·10 | *Kharif* harvesting still continues. *Rabi* cultivation in progress. *Jambho* and mustard cultivation and early sown crops of wheat in good condition. River at Kotri on 22nd, 4 feet 11 inches against 5 feet 6 inches on same date last year. Fever in nine and cattle-disease in four talukas. Wheat 25, *bajri* 37½, *jowari* 40, white rice 20, and red rice 26 pounds per rupee. |
| Ahmedabad | *Nil* | Reaping of *kharif* almost completed. *Rabi* crops promising in all talukas save in Dhandhuka, where cotton and wheat damaged in some places. Slight fever in Daskroi and Dholka talukas. Wheat 32 and *bajri* 33 pounds per rupee. |
| Baroda | *Nil* | Public health fair. Cattle-disease in Moha and Songad talukas of the Navsari Division. Harvesting of *kharif* crops and *rabi* sowings in progress; standing crops in good condition. *Bajri* 30, wheat 18, and rice 21 pounds per rupee. |
| Surat | *Nil* | Crops healthy. Reaping of *kharif* and sowing of *rabi* crops continue. Slight fever in Bardoli, Jalalpur, Chikli and Mandvi talukas. *Jowari* 36 and *nagli* 44 pounds per rupee. |
| Nasik | *Nil* | *Kharif* crops being harvested and *rabi* sowing in progress. Public health generally good. Wheat 28¾, *bajri* 36¾, and rice 20⅜ pounds per rupee. |

| Presidency or Province and District. | Rainfall for week under report. | State of agricultural prospects. |
|---|---|---|
| **Bombay**—*contd.* | | |
| Colaba (Bombay) | *Nil* | Abnormal temperature 1° warm on 20th and 21st, 2° warm on 22nd, *nil* on all other days. Vapour in air excessive from 17th to 22nd, normal on 23rd. Abnormal winds westerly from 17th to 19th; wind normal from 20th to 23rd. |
| Poona | Light showers in Petha Baramati ·29 | Reaping and harvesting of *kharif* crops in progress; *rabi* crops doing well. Public health generally good. Slight cattle-disease in Indapur taluka. *Bajri* 41 and *jowari* 60 lbs. in the district; and *bajri* 37 and *jowari* 48 lbs. per rupee in the Poona City. |
| Ahmednagar | . . . . | Reaping of *kharif* and sowing of *rabi* almost over. Wheat slightly injured by clouds in Shrigonda and Jamkhed. Slight cattle-disease in Karjat. *Bajri* 54 and *jowari* 71 lbs. per rupee. |
| Sholapur | *Nil* | Reaping of *kharif* and sowing of *rabi* crops almost completed. Cotton crops injured by excessive rain. Slight cattle-disease in Barsi Taluka. Public health good. *Jowari* 71¾ and *bajri* 50¾ lbs. per rupee. |
| Dharwar | At Hangal ·23<br>„ Kod ·08 | Rice and early *jowari* crops being reaped. Sowing of wheat and gram crops completed except in Navalgund and Gadag Talukas where it is still in progress. Cotton crops good. Slight fever in Hangal and Kalghatgi. Slight cattle-disease in Kalghatgi. Rice 24 and *jowari* 57 pounds per rupee. |
| Kanara | . . . . | Rice and sugarcane crops good. Rice and betelnut harvest continue above Ghat. Slight fever in four and cattle-disease in five talukas. Public health good. Common rice in Karwar and district average 13 seers per rupee. |
| Rajkot | . . . . | General health fair. Harvesting of *bajri* nearly completed, that of *jowari* in progress. Young *rabi* crops in fairly good condition. Wheat 31, *bajri* 28 and *jowari* 39 lbs per rupee. |
| | | *General Remarks.*—Slight rain in parts of four districts. Reaping of *kharif* crops and *rabi* sowings completed in five districts and progressing elsewhere. Late *jowari* and cotton crops slightly injured by excessive rain in parts of Sholapur and Bijapur. Fever in parts of thirteen, cattle-disease in parts of ten and smallpox in parts of two districts. |
| **Bengal**—(Nov. 24th) | | |
| Chittagong | . . . . | Report not received. |
| Dacca | *Nil* | Prospects good; harvesting of *aman* paddy going on; winter crops being sown. Public health good. |
| 24-Pergunnahs | *Nil* | Prospects favourable; *aman* being harvested. A few cases of cholera and fever in places; public health generally good. |
| Khoolna | *Nil* | Weather cool; cutting of *aman* commenced. Prospects good. Fever still prevails. |
| Moorshedabad | *Nil* | Weather rather hot for the season; *aman* rice being harvested; good outturn expected. Cholera has broken out in Berhampore town, causing rather heavy mortality. Fever also prevalent. |
| Pubna | *Nil* | Crops promising; *aman* being reaped in places. Much fever and cattle disease near Serajgunge. |
| Dinagepore | *Nil* | Weather fair; prospects of *aman* and sugarcane good. Cultivation of *rabi* going on; cattle disease in several thanas; cholera reported from Gangarámpur only. Fever prevalent. |
| Rungpore | *Nil* | Weather seasonable; crops promising. Fever and cholera still prevalent. |
| Midnapore | *Nil* | Prospects generally fair; fever still prevalent. Sporadic cholera in many places. |
| Burdwan | *Nil* | Prospects of *aman* excellent and of *rabi* fair. Fever still prevalent. |
| Bhagulpore | *Nil* | Prospects excellent; reaping of rice commenced. Slight fever and cholera. |
| Monghyr | . . . . | Opium sowings still backward, about twelve annas completed; plants germinating well; prospects so far very good. |
| Purneah | *Nil* | Crops excellent; *rabi* being planted. Public health bad. |
| Durbhanga | *Nil* | Harvesting of paddy in progress; prospects of *rabi* very promising; prices stationary. Cholera still reported from interior. |
| Mozuffarpore | . . . . | Sowing of poppy in progress. |
| Sarun | . . . . | Prospects of poppy good. Weather favourable. |
| Chumparun | *Nil* | Prospects favourable; sowing of *rabi* and poppy in progress; prices stationary. Fever and cholera still reported from interior. |
| Patna | *Nil* | Rice doing well. Sowing of *rabi* and poppy crops going on. Crops already sown growing splendidly. Cholera in Dinapore sub-division, otherwise public health good. |
| Gya | *Nil* | Prospects of crops good. Poppy sowing in progress. Cholera decreasing. Fever still prevalent. |
| Shahabad | . . . . | Weather favourable to poppy; considerable progress made in sowing. |
| Hazareebagh | *Nil* | Weather cloudy. Harvesting of paddy in progress. *Rabi* and poppy sowings nearly finished. Cholera in places, otherwise public health good. |
| Cuttack | Slight rain since last night. | Weather cloudy. Prospects of late rice good. Price of rice unchanged. Fever prevails in town; sporadic cholera reported. |
| | | *General Remarks.*—The rainfall of the week was practically *nil.* There were light showers only in Darjeeling, Cuttack and Pooree. Prospects all round are very satisfactory. *Aman* harvest is gradually progressing, and a good outturn is generally expected. *Rabi* and poppy sowings, which were kept back by October rains, are proceeding well. Weather is not yet cold enough, and fever and cholera continue to be prevalent in many places. |
| **N.-W. Provinces and Oudh**—(Nov. 24th)— | | |
| Benares (Nov. 23rd) | . . . . | Weather seasonable. *Kharif* nearly all cut except late rice. *Rabi* germinated well. Supplies plentiful. Prices slightly fluctuating. Public health generally good. A slight outbreak of cattle-disease is reported from one pargana. |

| Presidency or Province and District. | Rainfall for week under report. | State of agricultural prospects. |
|---|---|---|
| **N.-W. P. & Oudh**—*contd.* | | |
| Ballia (Nov. 22nd) | . . . . | Sky clear. Weather seasonable. *Rabi* sowings nearly finished. Markets well supplied. Prices stationary. General health good. |
| Gorakhpore ( „ „ ) | . . . . | *Rabi* looking well; irrigation in progress. Prices slightly falling. Health fair. |
| Fyzabad ( „ 23rd) | . . . . | Weather seasonable. *Rabi* crops being irrigated; poppy crop good. Supplies ample. Prices stationary. Cholera still prevails in Fyzabad and Tanda Tahsils. |
| Rai Bareli ( „ 22nd) | No rain | Weather warm still. Irrigation of *rabi* crops in progress. Markets well supplied. Prices steady. Some cases of fever and ague reported from tahsil Digbijaiganj; slight cattle-disease in tahsil Dalman. |
| Lucknow ( „ „ ) | . . . . | Fair weather. *Hewant* crops nearly gathered. Poppy sowing in progress. Markets well supplied. Prices slightly rising. Health of people good. Slight cattle-disease. |
| Pertabgarh ( „ 23rd) | . . . . | Prospects of *rabi* continue good. The poppy sowings nearly completed and seed germinating well. Health of people and cattle good. |
| Allahabad ( „ „ ) | *Nil* | Weather seasonable. *Rabi* has germinated well. Prices generally somewhat lower. Markets well supplied. Autumnal fever reported in places; otherwise health good. |
| Cawnpore ( „ „ ) | . . . . | Weather seasonable. *Kharif* being harvested. *Rabi* thriving well. Poppy sowings nearly completed; seed germinating in places. Prices stationary. Fever in places; cattle-disease in one pargana. |
| Farakhabad ( „ „ ) | . . . . | *Kharif* harvest still in progress in two tahsils; *rabi* sowings nearly completed. Markets well supplied. Health fair. |
| Sitapur ( „ „ ) | . . . . | Weather bright. Winds westerly. Crops being irrigated. Prospects favourable. Public health good. |
| Bareilly ( „ „ ) | . . . . | Crops good. Markets steady. Cholera ceased. General condition good. |
| Banda ( „ „ ) | *Nil* | Gathering in of *kharif* crops continues; *rabi* germinating well. Prices stationary. Fever and ague still prevalent. Cattle-disease in one village. |
| Kumaon ( „ „ ) | . . . . | Weather fine. Rain required for *rabi*; sowings nearly completed. Prices falling slowly. General health good. Cattle-disease continues. |
| Agra ( „ 22nd) | *Nil* | *Kharif* harvesting nearly completed; *rabi* being irrigated. Prices stationary. Fever continues. |
| Jhansi ( „ „ ) | *Nil* | Harvesting of *bajra* finished. Public health good. Cattle-disease in two villages. |
| Meerut ( „ 23rd) | . . . . | Large area of *rabi* sown and germinated splendidly. *Dofasli* area still being sown in places. No variation in prices. Supplies ample Health good. |
| | | *General Remarks.*—Weather seasonable. *Rabi* crops doing well, and prospects continue favourable. Supplies ample and prices generally steady. Public health good; fever prevalent in a few places. Cattle-disease reported from five districts. |
| **Punjab**—(Nov. 24th)— | | |
| Delhi (Nov. 23rd) | . . . . | Health fair. Prices fluctuating. |
| Hissar | . . . . | Health good. Prices stationary. |
| Umballa | . . . . | Health fair. Prices stationary. *Rabi* sown and germinated. Rain wanted. |
| Jullundur | . . . . | Health good. Prices stationary. *Rabi* sowings in progress. |
| Amritsar | . . . . | Health good. Prices stationary. |
| Sialkot | . . . . | Health good. Prices slightly risen. *Kharif* crops reaped. Rain required for *rabi* sowings. |
| Ferozepore | ·20 at Sadar | Health good. Prices stationary. *Rabi* sowings in progress. |
| Lahore | . . . . | Health good. Prices stationary. |
| Rawalpindi | . . . . | Health good. Prices rising. *Rabi* crops sown. Rain wanted. |
| Shahpur | . . . . | Health good, Prices rising. *Kharif* crops being harvested. *Rabi* sowings in progress. Rain wanted. |
| Mooltan | ·50 | Health good. Prices stationary. *Rabi* sowings in progress. |
| Dera Ismail Khan | . . . . | Health good. Prices rising. *Rabi* sowings in progress. |
| Peshawar | . . . . | Smallpox increasing. Prices fluctuating. *Kharif* crops good. Rain much wanted. |
| | | *General Remarks.*—Slight rain in the Ferozepore and Multan districts. Health generally good. Prices rising in the Sialkot, Rawalpindi, Shahpur and Dera Ismail Khan districts, generally stationary elsewhere. *Kharif* nearly harvested. *Rabi* sowings still in progress. |
| **Central Provinces**—(Nov. 24th). | | |
| Nagpur | *Nil* | Weather clear and cool. Prospects good. Fever prevalent. Cattle-disease in Umrer. Prices steady. |
| Jubbulpore | *Nil* | Weather occasionally cloudy. *Rabi* sowings nearly finished. Fever prevails. Prices easy. |
| Saugor (Nov. 23rd) | *Nil* | Occasional clouds continue. Sowings in progress. Health good. Prices unchanged. |
| Seoni | *Nil* | Weather cool, but rather cloudy. *Rabi* sowings completed. Prospects good. Fever, smallpox and cattle-disease in parts. Prices stationary. |
| Hoshangabad | *Nil* | *Rabi* sowings nearly completed. Fever continues. Prices stationary. |
| Khandwa | *Nil* | Weather clear and cool. *Rabi* sowings nearly completed. Cutting of *juari* commenced. Health fair. Prices steady. |
| Raipur | *Nil* | Weather cloudy but cool. Rice and *Kodon* being reaped. Wheat sowings in progress; other *rabi* crops faring well, except linseed, which is being injured by insects in places. Fever declining. Cattle-disease continues. Rice 18 and wheat 20 seers per rupee. |

| Presidency or Province and District. | Rainfall for week under report. | State of agricultural prospects. |
|---|---|---|
| **Central Provinces**—*contd.* | | |
| Bilaspur . . . | . . . . | *Kharif* harvest in progress. *Rabi* sowings near completion. Wheat grain germinated and doing well. Linseed and *masur* being injured by cloudy weather. Fever prevalent. Cholera and cattle-disease in places. Exports continue. *General Remarks.*—The weather has been cloudy, and this has done some damage to the linseed. A very large proportion of the area sown with this crop has however been resown with wheat, as the linseed sowings were in many places ruined by the heavy rain of October. The wheat is promising well. *Kharif* prospects are very favourable so far as cotton and *juari* are concerned. |
| **Assam**—(Nov. 24th). | | |
| Gauhati . . . | *Nil* | Weather seasonable. Cholera diminishing in the district. Sowing of mustard nearly finished. Reaping of *sali* commenced. |
| Sylhet . . . | *Nil* | State and prospects generally good. |
| Cachar . . . | *Nil* | Weather cold. Prospects of *sali* and *asra* crops and of tea good. Sowing of winter crops nearly finished. Common rice 11¾ seers per rupee. Health good. |
| Dibrugarh . . . | *Nil* | Weather seasonable. Prospects of crops good. Cholera reported from North Lakhimpur and Sadr Sub-Division. |
| **Mysore and Coorg**—(Nov. 24th) | | |
| Bangalore . . . | *Nil* | Standing crops in good condition; agricultural operations in active progress; prospects continue favourable, and public health good. No material change in prices. |
| Mercara . . . | . . . . | Picking of cardamom crop completed; other crops in good condition. Prices slightly risen. |
| **Berar and Hyderabad**—(Nov. 24th) | | |
| Amraoti . . . | *Nil* | Weather clear and cool. Cotton-picking continues; crops in good condition; wheat 22, and *juari* 26 seers per rupee. |
| Akola . . . | *Nil* | Weather cool. Cotton-picking in progress; *rabi* crops above ground and doing well. |
| Hyderabad . . | *Nil* | Harvesting of *abi* crops commenced; *rabi* crops continue to be sown. Fever and ague prevalent in the talukas; cholera prevalent in Manchál taluka. Prices—wheat 15, coarse rice 12, white *juar* 20, yellow *juar* 25½, and *tur* 15 seers per current sicca rupee. |
| **Central India States**—(Nov. 24th). | | |
| Indore . . . | . . . . | Weather clear and cold. Health good. Prices steady. |
| Morar (Gwalior) . . | . . . . | Health and prospects. Weather seasonable. |
| Neemuch . . . | . . . . | Fever still prevalent |
| Goona . . . | . . . . | Health and prospects good. |
| Sutna . . . | . . . . | Health and prospects good. |
| Agar . . . | . . . . | Opium prospects fair. Health good. |
| Sehore . . . | . . . . | Weather clear. Crops and health good. |
| Nowgong . . . | . . . . | Weather seasonable. Prices steady. Health fair. |
| Bhopawar . . . | . . . . | Weather fair. Health good, except slight fever in some places. Prices steady. |
| **Rajputana**—(Nov. 24th). | | |
| Abu (Nov. 24th) | *Nil* | Weather seasonable. Fever abating. Weather getting cold. |
| Sirohi ( „ 21st) | *Nil* | Tanks and wells good. Health good. *Rabi* being sown. Weather fine and warm for time of year. Weather cloudy towards evenings. |
| Marwar ( „ 20th) | *Nil* | Tanks almost full. General health good, though some fatal cholera cases have occurred amongst Pushkar pilgrims. *Kharif* gathering almost over. Weather cloudy for a few days. Nights cooler. Weather seasonable now. Prices tending to rise. |
| Kherwara ( „ 21st) | *Nil* | Tanks and wells full. *Rabi* crops sown and germinating. Health good. Prices steady. Weather fine with light clouds. |
| Meywar ( „ 20th) | *Nil* | Water in tanks and wells decreasing. Crop prospects unchanged. Health very fair. Prices stationary. Weather fine and colder. |
| Pertabgarh ( „ „ ) | . . . . | Tanks a quarter full. Health good. Prices much fallen. Weather cool. |
| Harowti ( „ „ ) | *Nil* | Weather warm for season. Wheat and barley being sown. Health good. |
| Jhallawar ( „ 21st) | *Nil* | *Kharif* harvesting commenced. Prospects good. |
| Kotah ( „ 20th) | *Nil* | Health good. *Rabi* crops germinating. Weather clear. |
| Ajmere ( „ 23rd) | *Nil* | Cholera decreasing; total seizures reported in Ajmere and district 940, deaths 417. *Rabi* sowings in progress. Prices rising. |
| Jeypore ( „ „ ) | *Nil* | Weather cooler. Cholera decreasing. |
| Kerowlie ( „ 21st) | *Nil* | Tanks and wells drying. *Rabi* sowings finished. Rain wanted. Health good. Prices stationary. Nights cool. Days hot. |
| Dholpore ( „ 17th) | *Nil* | Tanks and wells drying. Sowings continue. Health good. Prices steady. |
| Bhurtpore ( „ 20th) | *Nil* | Tanks and wells full. *Kharif* reapings nearly over. *Rabi* being sown. Health good. Prices low. Weather cool. |
| Ulwar ( „ 23rd) | *Nil* | *Rabi* sowings almost finished. Health good. |
| Bickanir ( „ 20th) | *Nil* | Fever in Sujangarh. Prices stationary. Weather cold. |
| **Nepal**—(Nov. 18th). | | |
| Katmandu (Nov. 19th) | *Nil* | Prospects fair. Rice in the hills has all been cut. |

E. C. BUCK,

*Secretary to the Government of India.*

GOVERNMENT OF INDIA.

# REVENUE AND AGRICULTURAL DEPARTMENT.

## SUMMARY OF THE WEATHER REPORTS FOR THE MONTH OF OCTOBER 1886.

No. 170 Met. 12—16, dated Calcutta, the 26th November 1886.

*Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department, (Meteorology).*

Read the following:—

*Summary of Weather Reports for the Month of October 1886.*

The high temperature, which obtained in the latter half of September over the whole of Central India and a large portion of the Bombay Presidency, gave way rapidly towards the beginning of October, and during the early part of this month the temperature was considerably below the average. In the Punjab the temperature remained much above the average during the first week, in all but the more eastern districts, and was slightly below it throughout the rest of the month. On the whole, October was rather a cool month over a large tract of country, extending from the Deccan across Central India to the more eastern districts of the North-Western Provinces; also in the Central and Eastern Punjab, and at a few places in the south of the Peninsula; more or less warm elsewhere. The excess of temperature above the mean was greatest in Assam where it amounted to $2\frac{1}{2}°$.

Except on the North-West Himalaya, the atmospheric pressure was everywhere more or less below the average, but in the Upper Provinces, Assam and Bengal, the differences were very small. The deficiency was greatest in Central India, Lower Sind, Guzerat, and the Konkan; being more than a twentieth of an inch.

The rainfall was considerably below the average in Northern Bengal, Assam, and Cachar, and little or no rain fell during the month in the Indus Valley and in Cutch. Elsewhere, over the whole of Northern and Central India as well as in the Peninsula, (excepting parts of the Carnatic and on the Bellary plateau), there was a general, and in some places a considerable, excess of rain. This was particularly the case in Behar, the North-Western Provinces, Central India, the Konkan, the Deccan, the Northern Circars and Orissa, where heavy rain fell in connection with several small barometric depressions, which were formed successively over the Bay of Bengal in the early part of the month, and travelled across the Peninsula or towards Central India. None of these storms was of any great violence, but they were of considerable intensity and of unusual frequency even for October.

The following table shows the amount of rain and the difference from the average, during the month of October 1886, according to districts as far as is indicated by the telegraphic reports:—

| Districts. | No. of Stations. | Average rainfall for October. | Difference from the average in October 1886. |
|---|---|---|---|
| Punjab, West | 7 | 0·61 | +0·38 |
| Ditto East | 4 | 0·81 | +0·83 |
| North-Western Provinces Trans-Gangetic | 9 | 1·24 | +1·25 |
| Ditto ditto Cis-Gangetic | 3 | 1·11 | +1·28 |
| Behar | 2 | 2·58 | +3·24 |
| Northern Bengal | 2 | 5·29 | —3·22 |
| Assam, Cachar | 3 | 5·40 | —3·10 |
| Lower Bengal, Chutia Nagpore | 6 | 5·47 | +0·29 |
| Orissa, Northern Circars | 6 | 8·55 | +7·52 |

| Districts. | No. of Stations. | Average rainfall for October. | Difference from the average in October 1886. |
|---|---|---|---|
| Central Provinces, South | 7 | 1·56 | +6·13 |
| Berar, Khandesh | 2 | 1·83 | +3·30 |
| Rajputana, Central India<br>Saugor and Nurbudda | 8 | 1·01 | +2·12 |
| Sind, Cutch | 4 | 0·23 | —0·22 |
| Gujrat | 3 | 0·99 | +0·21 |
| Konkan | 4 | 2·99 | +3·31 |
| Deccan, Hyderabad | 5 | 3·83 | +4·57 |
| Malabar | 4 | 8·23 | +2·43 |
| Mysore, Bellary | 4 | 7·00 | —2·28 |
| Carnatic | 6 | 7·90 | —0·88 |
| British Burmah | 6 | 8·68 | —0·80 |
| Ceylon | 1 | 12·67 | +0·60 |

RUCHI RAM SAHNI,
*Second Asst. Meteorological Reporter to the Govt. of India.*

SIMLA,
*The 6th November 1886.*

RESOLUTION.—Resolved, that the Summary be published in the Supplement to the *Gazette of India.*

(True Extract.)
E. C. BUCK,
*Secretary to the Government of India.*

*Printed and published for the* GOVERNMENT OF INDIA *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING, *No. 8, Hastings Street, Calcutta.*

SUPPLEMENT TO

# The Gazette of India.

No. 49.} CALCUTTA, SATURDAY, DECEMBER 4, 1886.

## OFFICIAL PAPERS.

*A* SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.*

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

### RETURN OF ACCIDENTS ON INDIAN RAILWAYS FOR THE SECOND QUARTER OF 1886.

No. 1213R.T., dated Fort William, 24th November 1886.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 1155 R.T., dated 15th December 1885.
" " " " 902 R.T., dated 11th September 1886.

Read also—

Director General of Railways' No. 918 T., dated 26th October 1886.

Abstract Returns of Accidents to trains, &c., on the open lines of Railway in India for the quarter ended 30th June 1886.

OBSERVATIONS.—As compared with the corresponding quarter of the previous year, the number of accidents to trains, rolling-stock, permanent way, &c., shows a decrease of 154, or 14·57 per cent., against an increase of 485·25 miles or 4·08 per cent. in the mean mileage open, and of 160,629 miles or 1·25 per

cent. in the train mileage. The following are the Railways on which the numbers chiefly fluctuated :—

| Railway. | Accidents. | | | | Train mileage. | |
|---|---|---|---|---|---|---|
| | Increase. | Decrease. | Percentage of increase. | Percentage of decrease. | Percentage of increase. | Percentage of decrease. |
| | No. | No. | | | | |
| Rajputana-Malwa | ... | 31 | ... | 18 90 | 7·90 | ... |
| Southern Mahratta | 18 | ... | 112·50 | ... | 163·79 | ... |
| North-Western | ... | 38 | ... | 20·54 | ... | 21·07 |
| Eastern Bengal | ... | 27 | ... | 25·71 | 39·22 | ... |
| Cawnpore-Achnera | ... | 14 | . | 35·90 | ... | 17·13 |
| Jorhat | ... | 23 | ... | 62·16 | ... | 12·80 |
| Madras | ... | 25 | ... | 37·31 | 3·00 | ... |
| South Indian | 21 | ... | 38·18 | ... | 12·83 | ... |
| Great Indian Peninsula | ... | 36 | ... | 34·61 | 0·69 | ... |
| Oudh and Rohilkhand | 24 | ... | 68·57 | ... | 29·56 | ... |
| Bengal and North-Western | ... | 12 | ... | 50·00 | 12 91 | ... |

2. The decrease on the Rajputana-Malwa Railway was due to the number of cattle accidents having been only 77 against 128, or less by 51. Under "Collisions between goods-trains or parts of goods-trains," "Goods-trains or parts of goods-trains, engines, &c., leaving the rails," and "Failure of couplings" the numbers rose by 5, 7 and 5 respectively. Under "Fire at stations or involving injury to bridges or viaducts" there were also 6 accidents against *nil* in the corresponding previous quarter.

3. On the Southern Mahratta, South Indian and Oudh and Rohilkhand Railways the increase mainly took place under "Trains running over cattle on the line."

4. On the North-Western Railway the number of cattle accidents and "Failures of Machinery, Springs, &c., of Engines" decreased by 23 and 15, and those of cases of "The bursting of Boilers or Tubes, &c., of Engines" and "Fire in Trains" increased by 9 and 13 respectively.

5. Of the decrease of 27 accidents on the Eastern Bengal Railway, 10 occurred under "Failure of Machinery, Springs, &c., of Engines," and 6 under each of the heads "Failure of couplings" and "Other accidents."

6. The decrease on the Cawnpore-Achnera Railway principally took place under "Trains running over cattle on the line," and on the Madras and the Great Indian Peninsula Railways under "Trains running over cattle on the line" and "Fire in Trains." The cattle accidents on these three lines numbered 16, 19 and 30 against 29, 36 and 40, and the cases of "Fire in Trains" on the latter two lines 14 and 10 against 21 and 39 respectively.

7. On the Jorhat Railway the number of "Failures of Machinery, Springs, &c., of Engines" increased from 2 to 10, but under "Failure of Wheels" there is *nil* against 34 cases recorded under this head in the corresponding quarter of the previous year.

8. On the Bengal and North-Western Railway there is no noticeable difference under any particular class of accidents.

9. The casualties resulting from accidents to trains, &c., were, among passengers and others, 3 killed and 20 injured against 1 killed and 2 injured, and among servants, 2 killed and 16 injured against 6 injured. Of the total casualties, 7 passengers were injured by a collision which took place on the 24th May 1886 between a down passenger-train and a down goods-train at the distant signal at Patna, East Indian Railway, in consequence of the latter train not having been protected by the guard in terms of General Rule No. 79. At the Phagwara Station, North-Western Railway, 7 passengers were very slightly hurt by a collision between a down goods and an up mail-train on the 14th May 1886, owing to the former having been turned into a wrong siding. On the 21st May 1886 3 passengers were killed and 5 passengers and 1 ballast-cooly injured on the Eastern Bengal Railway at Habra by a collision between a down-train and a ballast-train standing on the siding, and on the Great Indian Peninsula Railway a wagon of a ballast-train was derailed at Khapri on the 24th April 1886, while being taken to the loop siding, through the points not being carefully attended to, and 2 men and 3 women, who jumped out of the wagon through fright, were slightly injured.

10. The following table exhibits the number of accidents under the different classes, and the number of persons killed and injured thereby :—

| Class. | Number of accidents. | Number of Passengers and others. | | Number of Servants. | | Total. | |
|---|---|---|---|---|---|---|---|
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions between passenger trains or parts of passenger trains | 1 | ... | ... | ... | ... | ... | ... |
| Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line | 18 | 3 | 20 | 2 | 2 | 5 | 22 |
| Collisions between goods trains or parts of goods trains | 26 | ... | ... | ... | 4 | ... | 4 |
| Ditto light engines | 1 | ... | ... | ... | ... | ... | ... |
| Passenger trains or parts of passenger trains leaving the rails | 15 | ... | ... | ... | ... | ... | ... |
| Goods trains, or parts of goods trains, engines, &c., leaving the rails | 81 | ... | ... | ... | 6 | ... | 6 |
| Trains or engines travelling in the wrong direction through points | 13 | ... | ... | ... | 2 | ... | 2 |
| Trains running into stations or sidings at too high a speed | 4 | ... | ... | ... | ... | ... | ... |
| Ditto over cattle on the line | 425 | ... | ... | ... | ... | ... | ... |
| Ditto over obstructions on the line | 15 | ... | ... | ... | ... | ... | ... |
| Ditto through gates at level-crossings | 16 | ... | ... | ... | 1 | ... | 1 |
| The bursting of boilers of engines | 1 | ... | ... | ... | ... | ... | ... |
| Ditto tubes, &c., of engines | 26 | ... | ... | ... | ... | ... | ... |
| The failure of machinery, springs, &c., of engines | 41 | .. | ... | ... | ... | ... | ... |
| Ditto tyres | 1 | ... | ... | ... | ... | ... | ... |
| Ditto axles | 7 | ... | ... | ... | ... | ... | ... |
| Ditto brake apparatus | 1 | ... | ... | ... | ... | ... | ... |
| Ditto couplings | 34 | ... | ... | ... | ... | ... | ... |
| Broken rails | 6 | ... | ... | ... | ... | ... | ... |
| The flooding of portions of permanent-way | 6 | ... | ... | ... | ... | ... | ... |
| Slips in cuttings or embankments | 8 | ... | ... | ... | ... | ... | ... |
| Fire in trains | 92 | ... | ... | ... | ... | ... | ... |
| Fire at stations or involving injury to bridges or viaducts | 18 | ... | ... | ... | 1 | ... | 1 |
| Other accidents | 47 | ... | ... | ... | ... | ... | ... |
| Total | 903 | 3 | 20 | 2 | 16 | 5 | 36 |

11. The number of cattle accidents decreased from 491 to 425, or by 66. They were most numerous on the Rajputana-Malwa Railway, being 77 or 18 per cent. of the total; but as compared with the corresponding previous quarter, there has been a decrease of 51 accidents or 40 per cent. The lines which come next in order are the Eastern Bengal, South Indian and Oudh and Rohilkhand, the accidents numbering 63, 48 and 42 respectively.

12. Of the 27 cases of "bursting of boilers or tubes, &c., of engines," 19 occurred on the North-Western Railway alone.

13. The number of "Failures of machinery, springs, &c., of engines" decreased from 59 to 41, owing, it appears, to there being only 8 cases against 23 recorded in the corresponding previous quarter on the North-Western Railway, and 5 against 15 on the Eastern Bengal Railway. The largest number of accidents of this class occurred on the Jorhat Railway, being 10, or 24 per cent. of the total.

14. It is noteworthy that no case of "Failure of wheels" is reported during the quarter under review; whereas in the corresponding period of the previous year, 35 cases were recorded under this head. Out of this number, 34, as already noticed, occurred on the Jorhat Railway.

15. There were 34 cases of "Failure of couplings," of which 10 cases were reported on the Rajputana-Malwa Railway and 12 on the North-Western.

16. The number of cases of "Fire in trains" was the largest on the North-Western Railway, being 52 out of a total of 92, and 13 over the number reported in the corresponding period of 1885. On the Great Indian Peninsula Railway, the number has diminished from 39 to 10. In the total there is a decrease of 29 accidents.

17. The accidents classed as "Other accidents" numbered 47 against 71, the largest number, *viz.*, 20, being returned by the Bombay, Baroda and Central India Railway.

18. The casualties to passengers from causes other than accidents to trains, &c., were:—

| Causes of accidents. | Killed. | Injured. |
|---|---|---|
| From falling between carriages and platforms | 3 | ... |
| Falling on to the platform, ballast, &c., when getting into or out of trains | 2 | 2 |
| By closing of carriage doors | ... | 2 |
| Falling out of carriages during the travelling of trains | 1 | 15 |
| Other accidents | ... | 10 |
| TOTAL | 6 | 29 |

19. The accidents to servants in the employ of Railways, or of contractors,

whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were as follows :—

| Causes of accidents. | Killed. | Injured. |
|---|---|---|
| During shunting operations | 6 | 12 |
| Falling off engines, vans, wagons, &c. | 1 | 19 |
| Getting on or off trains, engines, &c. | 6 | 9 |
| Whilst loading, unloading or sheeting | 1 | 13 |
| Do. braking, spragging or chocking, wheels | ... | 3 |
| Do. working on the permanent-way or in sidings | 3 | 4 |
| Do. walking along the line on the way home or to work | 1 | ... |
| Do. do. crossing or standing on the line | 8 | 6 |
| Do. passing between vehicles | 1 | 2 |
| Do. attending to the machinery of engines, cleaning them, &c. | ... | 4 |
| Do. do. to gates at level-crossings | 5 | ... |
| Falling or being caught between vehicles and platforms | 1 | 4 |
| Do. off ladders, scaffolds, platforms, &c. | 1 | 3 |
| By falling of lamps, wagon doors, timber, weights, &c. | ... | 2 |
| Whilst coupling or uncoupling wagons | 1 | 8 |
| Miscellaneous | 3 | 28 |
| TOTAL | 38 | 117 |

20. Of other persons killed and injured by running trains, &c., 3 were injured whilst passing over the line at level-crossings; 35 were killed and 13 injured whilst trespassing on the line; 9 committed suicide and 1 was injured in attempting to commit suicide; and 11 were killed and 3 injured from miscellaneous causes.

21. The following table shows the total number of persons killed and injured from causes connected with the working of trains, as compared with the corresponding quarter of 1885 :—

| 2ND QUARTER, 1885. | | 2ND QUARTER, 1886. | | | 2ND QUARTER, 1885. | | 2ND QUARTER, 1886. | |
|---|---|---|---|---|---|---|---|---|
| Open mileage. | Train mileage. | Open mileage. | Train mileage. | | Killed. | Injured. | Killed. | Injured. |
| | | | | PASSENGERS. | | | | |
| | | | | From causes beyond their own control | 1 | 3 | 3 | 21 |
| | | | | From misconduct or want of caution | 9 | 38 | 6 | 28 |
| | | | | SERVANTS. | | | | |
| | | | | From causes beyond their own control | ... | 12 | 2 | 14 |
| | | | | From misconduct or want of caution | 39 | 157 | 38 | 119 |
| | | | | OTHERS. | | | | |
| | | | | Whilst passing at level-crossings | 2 | 2 | ... | 3 |
| | | | | Trespassers, including suicides | 39 | 12 | 44 | 14 |
| | | | | Other persons | 6 | 6 | 11 | 3 |
| 11,894¼ | 12,826,736 | 12,379½ | 12,987,365 | TOTAL | 96 | 230 | 104 | 202 |

22. In addition to the above, 11 persons are reported to have been killed and 55 injured in yards, workshops, &c., and 95 passengers to have met death in carriages and at stations from causes unconnected with the working of trains.

RESOLUTION.—The attention of the officers concerned should be invited to the increase in the number of accidents on the Southern Mahratta, South Indian and Oudh and Rohilkhand Railways.

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The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Assam and Burma.
The Residents, Hyderabad and Mysore.
The Agents to the Governor-General for Rajputana, Central India and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Guaranteed Railways.

ORDER.—Ordered, that this Resolution with the Abstract Returns be communicated to the Local Governments, Administrations and officers noted in the margin for information.

Ordered also, that copies be forwarded to the Secretary of State, for the information of Her Majesty's Government.

Ordered further, that this Resolution with the Abstract Returns be published in the Supplement to the *Gazette of India*.

R. GARDINER, *Captain, R.E.,*
*Offg. Under-Secretary.*

Document accompanying.
Abstract Returns of Accidents for the second quarter of 1886.

*Statement showing the dates on which the Returns of Accidents on the undermentioned Railways for the Second Quarter of 1886 were received from the Local Governments and Administrations.*

| Number. | Railways. | Date of Receipt. | Remarks. |
|---|---|---|---|
| 1 | Bengal and North-Western | 16th July 1886. | |
| 2 | Eastern Bengal | 24th " " | |
| 3 | Wardha Coal | 27th " " | |
| 4 | Jodhpore | 27th " " | |
| 5 | Rohilkhand-Kumaun (including Bareilly-Pilibheet State Railway) | 29th " " | |
| 6 | Bhávnagar-Gondal | 29th " " | |
| 7 | Oudh and Rohilkhand | 3rd August " | |
| 8 | H. H. the Nizam's | 3rd " " | |
| 9 | Nágpur-Chhattísgarh | 4th " " | |
| 10 | Jorhát | 5th " " | |
| 11 | Great Indian Peninsula | 9th " " | |
| 12 | Bombay, Baroda and Central India | 9th " " | |
| 13 | Southern Mahratta | 9th " " | |
| 14 | Rajputana-Malwa | 9th " " | |
| 15 | H. H. the Gaekwar's | 9th " " | |
| 16 | Deoghur | 10th " " | |
| 17 | Madras | 13th " " | |
| 18 | South Indian | 13th " " | |
| 19 | Cawnpore-Achnera | 13th " " | |
| 20 | Mysore | 14th " " | |
| 21 | Burma | 25th " " | |
| 22 | North-Western | 28th " " | |
| 23 | Darjeeling-Himalayan | 30th " " | |
| 24 | Nalháti | 7th September " | |
| 25 | Northern Bengal | 7th " " | |
| 26 | Kaunia-Dharlla | 7th " " | |
| 27 | Tirhoot | 7th " " | |
| 28 | Dacca | 7th " " | |
| 29 | East Indian | 29th " " | Tables 1 to 4. |
| 30 | Thatôn-Duyinzaik | 4th October " | |
| 31 | Assam | 5th " " | |

# TABLE No. 1.

## GENERAL TOTAL.

NUMBER of PERSONS reported during the Second Quarter of 1886, as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former Classes, between ACCIDENTS happening from Causes beyond their own Control, and ACCIDENTS happening otherwise.

| Mean Mileage open. | RAILWAYS. | | PASSENGERS. From Causes beyond their own Control. | | PASSENGERS. From their own Misconduct or Want of Caution. | | PASSENGERS. Total. | | RAILWAY SERVANTS, OR SERVANTS OF CONTRACTORS. From Causes beyond their own Control. | | RAILWAY SERVANTS, OR SERVANTS OF CONTRACTORS. From their own Misconduct or Want of Caution. | | RAILWAY SERVANTS, OR SERVANTS OF CONTRACTORS. Total. | | OTHER PERSONS. Whilst passing over Railways at Level-Crossings. | | OTHER PERSONS. Trespassers and Suicides. | | OTHER PERSONS. Miscellaneous not included in preceding Columns. | | OTHER PERSONS. Total. | | TOTAL ALL CLASSES. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | **STATE IMPERIAL.** | | | | | | | | | | | | | | | | | | | | | | | |
| (a) 1,675 | East Indian | 1885 | ... | 1 | 4 | 11 | 4 | 12 | ... | 2 | 6 | 57 | 6 | 59 | 1 | ... | 18 | 2 | 1 | ... | 20 | 2 | 30 | 73 |
| 1,723 | | 1886 | ... | 7 | 2 | 4 | 2 | 11 | ... | 6 | 8 | 19 | 8 | 25 | ... | ... | 14 | 3 | 3 | ... | 17 | 3 | 27 | 39 |
| 1,411 | Rajputana-Malwa | 1885 | ... | ... | ... | 4 | ... | 4 | ... | ... | ... | 7 | ... | 7 | ... | ... | 3 | 2 | ... | ... | 3 | 2 | 3 | 13 |
| 1,411¼ | | 1886 | ... | 1 | ... | 1 | ... | 2 | ... | ... | 2 | 20 | 2 | 20 | ... | ... | 2 | 2 | ... | ... | 2 | 2 | 4 | 24 |
| 214 | Southern-Mahratta | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 316 | | 1886 | ... | ... | 1 | ... | 1 | ... | ... | ... | 1 | 2 | 1 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 2 |
| (b) 1,855¾ | North-Western | 1885 | 1 | ... | 2 | 11 | 3 | 11 | ... | 4 | 5 | 11 | 5 | 15 | ... | 1 | 6 | ... | ... | ... | 6 | 1 | 14 | 27 |
| 1,885 | | 1886 | ... | 7 | 1 | 8 | 1 | 15 | ... | 1 | 9 | 10 | 9 | 11 | ... | 1 | 6 | ... | 1 | 1 | 7 | 2 | 17 | 28 |
| (c) 359 | Eastern Bengal | 1885 | ... | ... | ... | 5 | ... | 5 | ... | ... | 2 | 15 | 2 | 15 | ... | ... | 1 | ... | ... | ... | 1 | ... | 3 | 20 |
| 359 | | 1886 | 3 | 6 | ... | ... | 3 | 6 | ... | 1 | 2 | 3 | 2 | 4 | ... | ... | 1 | 1 | ... | ... | 1 | 1 | 6 | 11 |
| 45 | Wardha Coal | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 45 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | **STATE PROVINCIAL.** | | | | | | | | | | | | | | | | | | | | | | | |
| 27¼ | Nalháti | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| 27¼ | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 226 | Tirhoot | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | 1 |
| 246 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | 1 | 1 | 1 | 1 | 1 |
| 249 | Northern Bengal | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 1 | 2 | 1 | 1 | ... | ... | ... | ... | ... | 1 | ... | 3 | 1 |
| 249 | | 1886 | ... | ... | ... | 2 | ... | 2 | ... | ... | ... | 2 | ... | 2 | ... | ... | 3 | ... | ... | ... | 3 | ... | 3 | 4 |
| 37 | Kaunia-Dharlla | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | 1 | ... |
| 37 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10 | Dacca | 1885 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | 2 |
| 86 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| 251 | Cawnpore-Achnera | 1885 | ... | ... | ... | 2 | ... | 2 | ... | ... | 1 | 2 | 1 | 2 | ... | ... | ... | 1 | ... | ... | ... | 1 | 1 | 5 |
| 253¼ | | 1886 | ... | ... | ... | 1 | ... | 1 | ... | ... | 1 | 2 | 1 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 3 |
| 149 | Nágpur-Chhattisgarh | 1885 | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | 3 | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 149 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 254 | Burma | 1885 | ... | 1 | 1 | ... | 1 | 1 | ... | 3 | 1 | 1 | 1 | 4 | ... | ... | ... | 1 | ... | ... | ... | 1 | 2 | 6 |
| 327 | | 1886 | ... | ... | ... | 3 | ... | 3 | ... | ... | 2 | 2 | 2 | 2 | ... | ... | ... | 1 | 1 | ... | 1 | 1 | 3 | 6 |
| 30 | Jorhát | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 27 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | **GUARANTEED COMPANIES.** | | | | | | | | | | | | | | | | | | | | | | | |
| 861 | Madras | 1885 | ... | ... | ... | 1 | ... | 1 | ... | ... | 1 | 6 | 1 | 6 | ... | 1 | 1 | 1 | ... | ... | 1 | 2 | 2 | 9 |
| 861 | | 1886 | ... | ... | 1 | 1 | 1 | 1 | ... | 1 | ... | 8 | ... | 9 | ... | ... | 2 | ... | 1 | ... | 3 | ... | 4 | 10 |
| (d) 654 | South Indian | 1885 | ... | ... | 1 | ... | 1 | ... | ... | 1 | 1 | 2 | 1 | 3 | ... | ... | 1 | ... | ... | ... | 1 | ... | 3 | 3 |
| 654 | | 1886 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 8 | ... | 9 | ... | ... | 2 | 1 | ... | ... | 2 | 1 | 2 | 10 |
| (e) 1,502¾ | Great Indian Peninsula | 1885 | ... | 1 | ... | 2 | ... | 3 | ... | ... | 12 | 31 | 12 | 31 | ... | ... | ... | ... | 3 | 4 | 3 | 4 | 15 | 38 |
| 1502¾ | | 1886 | ... | ... | ... | 4 | ... | 4 | ... | ... | 5 | 25 | 5 | 25 | ... | 2 | 6 | 4 | 1 | 1 | 7 | 7 | 12 | 36 |
| (f) 461 | Bombay, Baroda and Central India | 1885 | ... | ... | 1 | 1 | 1 | 1 | ... | ... | 4 | 9 | 4 | 9 | ... | ... | 4 | ... | ... | 1 | 4 | 1 | 9 | 11 |
| 461 | | 1886 | ... | ... | ... | 1 | ... | 1 | ... | ... | 1 | 8 | 1 | 8 | ... | .. | 2 | ... | 2 | ... | 4 | ... | 5 | 9 |
| 594 | Oudh and Rohilkhand | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 5 | 2 | 5 | ... | ... | 2 | 3 | ... | ... | 2 | 3 | 4 | 8 |
| 608 | | 1886 | ... | ... | 1 | 2 | 1 | 2 | ... | ... | 3 | 4 | 3 | 4 | ... | ... | 2 | 1 | ... | ... | 2 | 1 | 6 | 7 |
| | **ASSISTED COMPANIES.** | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | Darjeeling-Himalayan | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | 1 | ... |
| 51 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 6½ | Deoghur | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4¾ | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 303 | Bengal and North-Western | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 2 | 1 | 2 | ... | ... | 2 | 1 | ... | ... | 2 | 1 | 3 | 3 |
| 303 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | 1 | ... | 4 | ... | 4 | ... |
| 91 | Rohilkhand-Kumaun (including Bareilly-Pilibheet) | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| 91 | | 1886 | ... | ... | ... | ... | ... | ... | 2 | 1 | ... | ... | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 1 |
| ... | Thatôn-Duyinzaik | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 8 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | Assam | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 78 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | **NATIVE STATES.** | | | | | | | | | | | | | | | | | | | | | | | |
| 121 | H. H. the Nizam's | 1885 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 208 | | 1886 | ... | ... | ... | 1 | ... | 1 | ... | 3 | 3 | ... | 3 | 3 | ... | ... | ... | 1 | ... | ... | ... | 1 | 3 | 5 |
| 59 | H. H. the Gaekwar's | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 59 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 193 | Bhávnagar-Gondal | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | 2 | ... |
| 193¼ | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | 1 | ... |
| 140 | Mysore | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 140 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... |
| 64 | Jodhpore | 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 64 | | 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 11,894¼ | TOTAL | 1885 | 1 | 3 | 9 | 38 | 10 | 41 | ... | 12 | 39 | 157 | 39 | 169 | 2 | 2 | 39 | 12 | 6 | 6 | 47 | 20 | 96 | 230 |
| 12,427 | | 1886 | 3 | 21 | 6 | 28 | 9 | 49 | 2 | 14 | 38 | 119 | 40 | 133 | ... | 3 | 44 | 14 | 11 | 3 | 55 | 20 | 104 | 202 |

(a) Includes Branch lines worked by the undertaking.
(b) Includes the Amritsar-Pathankot and Rajpura-Patiala Railways.
(c) Includes the Bengal Central Railway.
(d) Excludes the Pondicherry Railway.
(e) Includes the State Branch lines worked by the Company.
(f) Includes the Patri line worked by the Company.

# TABLE

NUMBER of PERSONS reported during the Second Quarter of 1886, as KILLED or INJURED on the several RAILWAYS open for
practicable, the Nature and Causes of the

| RAILWAYS. | PASSENGERS. | | | | | | | | | | | | | | | | | | | | SER | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From accidents to trains, &c. See Table No. 4. | | FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c. | | | | | | | | | | | | | | | | TOTAL PASSENGERS. | | From accidents to trains, &c. See Table No. 4. | | FROM | | | | | | | | | | | | | | | |
| | | | 1.—From falling between carriages and platforms. | | 2.—Falling on to the platform, ballast, &c., when getting into or out of trains. | | 3.—Whilst crossing the line at Stations. | | 4.—By closing of carriage doors. | | 5.—Falling out of carriages during the travelling of trains. | | 6.—Other accidents. | | TOTAL. | | | | | | | | 1.—During shunting operations. | | 2.—Falling off engines, vans, wagons, &c. | | 3.—Coming in contact with over-bridges, &c., during the travelling of trains. | | 4.—Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines. | | 5.—Getting on or off trains, engines, &c. | | 6.—Whilst loading, unloading, or shunting. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| **STATE IMPERIAL.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| East Indian | ... | 7 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 3 | 2 | 4 | 2 | 11 | ... | 2 | 1 | 2 | ... | 2 | ... | ... | ... | ... | ... | 2 | ... | 1 | | | | | | | | |
| Rajputana-Malwa | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | .. | 2 | ... | 2 | ... | 4 | ... | ... | ... | 6 | ... | ... | ... | ... | 1 | 1 | ... | 3 | | | | | | | | |
| Southern Mahratta | .. | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | .. | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | .. | | | | | | | | |
| North-Western | ... | 7 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | 8 | ... | ... | 1 | 8 | 1 | 15 | ... | ... | 1 | 3 | 1 | 1 | ... | ... | ... | ... | 1 | 1 | ... | ... | | | | | | | | |
| Eastern Bengal | 3 | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 6 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Wardha Coal | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| **STATE PROVINCIAL.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nalháti | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Tirhoot | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | | | | | | | | |
| Northern Bengal | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | 2 | ... | 2 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 1 | .. | ... | | | | | | | | |
| Kaunia-Dharlla | ... | ... | ... | ... | ... | ... | .. | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Dacca | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | .. | 1 | | | | | | | | |
| Cawnpore-Achnera | ... | ... | ... | .. | .. | 1 | .. | ... | ... | ... | ... | ... | ... | ... | ... | 1 | .. | 1 | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | 1 | ... | ... | ... | | | | | | | | |
| Nágpur-Chhattisgarh | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | 1 | | | | | | | | |
| Burma | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 2 | .. | 3 | ... | 3 | ... | ... | ... | 1 | ... | .. | ... | ... | ... | ... | 2 | ... | ... | ... | | | | | | | | |
| Jorhát | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | . | ... | ... | ... | ... | .. | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| **GUARANTEED COMPANIES.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Madras | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | . | ... | 1 | 1 | 1 | 1 | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 2 | | | | | | | | |
| South Indian | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | | | | | | | | |
| Great Indian Peninsula | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 2 | ... | 1 | .. | 4 | ... | 4 | ... | 6 | ... | 2 | ... | 4 | ... | ... | ... | ... | ... | 1 | 1 | 1 | | | | | | | | |
| Bombay, Baroda, and Central India | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | | | | | | | | |
| Oudh and Rohilkhand | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 2 | ... | ... | 1 | 2 | 1 | 2 | ... | ... | 2 | 2 | .. | 1 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| **ASSISTED COMPANIES.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Darjeeling-Himalayan | ... | ... | ... | .. | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Deoghur | ... | ... | ... | ... | ... | ... | .. | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | .. | ... | ... | ... | ... | ... | | | | | | | | |
| Bengal and North-Western | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Rohilkhand-Kumaun (including Bareilly-Pilibheet). | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Thatôn-Duyinzaik | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Assam | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | | | | | | | | |
| **NATIVE STATES.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H. H. the Nizam's | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | .. | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 | ... | .. | | | | | | | | |
| H. H. the Gaekwar's | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Bhávnagar-Goudal | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Mysore | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | .. | ... | .. | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| Jodhpore | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | |
| TOTAL 1886 | 3 | 20 | 3 | ... | 2 | 2 | ... | ... | ... | 2 | 1 | 15 | ... | 10 | 6 | 29 | 9 | 49 | 2 | 16 | 6 | 12 | 1 | 19 | ... | ... | ... | ... | 6 | 9 | 1 | 13 | | | | | | | | |
| TOTAL 1885 | 1 | 1 | 1 | 3 | ... | 5 | 2 | ... | ... | 3 | 4 | 22 | 2 | 7 | 9 | 40 | 10 | 41 | ... | 6 | 7 | 6 | 3 | 10 | ... | 2 | ... | 1 | 2 | 19 | 2 | | | | | | | | |

## No. 2.

Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as Accidents occasioning the Death or Injury.

| VANTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.—Whilst braking, spragging, or chocking wheels. | | | | 8.—Whilst working at cranes or capstans. | | | | 9.—Whilst working on the permanent-way or in sidings. | | | | 10.—Whilst walking along the line on the way home, or to work. | | | | 11.—Whilst walking, crossing, or standing on the line. | | | | 12.—Whilst passing between vehicles. | | | | 13.—Whilst attending to the machinery of engines, cleaning them, &c. | | | | 14.—Whilst attending to gates at level-crossings. | | | | 15.—Falling or being caught between vehicles and platforms. | | | | 16.—Falling off insides, scaffolds, platforms, &c. | | | | 17.—By falling of lamps, wagon-doors, timber, weights, &c. | | | | 18.—Whilst coupling or uncoupling wagons. | | | | 19.—Miscellaneous. | | | | TOTAL. | | TOTAL SERVANTS. | | OTHERS. | | | | | | | | | | | | TOTAL ALL CLASSES. | |
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Whilst passing over the line at level-crossings. | | Trespassers. | | Suicides. | | Miscellaneous. | | TOTAL OTHERS. | | Killed. | Injured. |
| ... | ... | ... | ... | 8 | ... | ... | ... | 2 | 1 | ... | ... | ... | 2 | 2 | ... | 1 | 2 | ... | ... | ... | 1 | .. | 2 | ... | 8 | 8 | 23 | 8 | 25 | ... | ... | 10 | 3 | 4 | ... | 3 | ... | 17 | 3 | 27 | 39 | ... | ... | 10 | 3 | 4 | ... | 3 | ... | 17 | 3 | 27 | 39 |
| ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | .. | ... | 1 | ... | ... | ... | ... | .. | .. | ... | ... | ... | 1 | 1 | 4 | 2 | 16 | 2 | 20 | ... | ... | 2 | 1 | ... | 1 | ... | ... | 2 | 2 | 4 | 24 | ... | ... | 2 | 1 | ... | 1 | ... | ... | 2 | 2 | 4 | 24 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 | 2 | 1 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | 2 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | 2 | 2 |
| ... | 1 | .. | ... | ... | .. | ... | ... | 3 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 | 1 | 2 | 1 | 9 | 11 | 9 | 11 | ... | 1 | 6 | .. | ... | ... | 1 | 1 | 7 | 2 | 17 | 28 | ... | ... | 1 | 1 | ... | ... | ... | ... | 1 | 1 | 6 | 11 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 1 | ... | 1 | 2 | 3 | 2 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | 2 | ... | ... | 3 | ... | ... | ... | ... | ... | 3 | ... | 3 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | 5 | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 2 | 1 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 2 | 2 | 2 | 2 | .. | ... | ... | 1 | .. | ... | 1 | .. | 1 | 1 | 3 | 6 | ... | ... | ... | 1 | .. | ... | 1 | .. | 1 | 1 | 3 | 6 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | 8 | ... | 9 | ... | ... | 2 | ... | ... | ... | 1 | ... | 3 | ... | 4 | 10 | ... | ... | 2 | ... | ... | ... | 1 | ... | 3 | ... | 4 | 10 |
| ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | 8 | ... | 9 | ... | ... | 1 | 1 | 1 | ... | ... | ... | 2 | 1 | 2 | 10 | ... | ... | 1 | 1 | 1 | ... | ... | ... | 2 | 1 | 2 | 10 |
| ... | 2 | ... | ... | 1 | ... | ... | ... | 1 | 2 | 1 | ... | ... | ... | 1 | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | 1 | ... | 4 | 5 | 19 | 5 | 25 | ... | 2 | 4 | 4 | 2 | ... | 1 | 1 | 7 | 7 | 12 | 36 | ... | ... | 4 | 4 | 2 | ... | 1 | 1 | 7 | 7 | 12 | 36 |
| ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | 1 | ... | 2 | 1 | 8 | 1 | 8 | ... | ... | 2 | ... | ... | ... | 2 | ... | 4 | ... | 5 | 9 | ... | ... | 2 | ... | ... | ... | 2 | ... | 4 | ... | 5 | 9 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 4 | 3 | 4 | ... | ... | 1 | 1 | 1 | ... | ... | ... | 2 | 1 | 6 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | 1 | ... | 1 | ... | 4 | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 3 | 3 | 3 | 3 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 1 | 3 | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 3 | ... | ... | 3 | 4 | 1 | ... | 8 | 6 | 1 | 2 | .. | 4 | 5 | ... | 1 | 4 | 1 | 3 | ... | 2 | 1 | 8 | 3 | 28 | 38 | 111 | 40 | 133 | ... | 3 | 35 | 13 | 9 | 1 | 11 | 3 | 55 | 20 | 104 | 202 | ... | 2 | 29 | 12 | 10 | ... | 6 | 6 | 47 | 20 | 96 | 230 |
| ... | ... | 1 | 3 | 2 | 8 | 1 | ... | 10 | 7 | ... | 4 | .. | 6 | ... | ... | 1 | 2 | .. | 3 | ... | 7 | 3 | 6 | 7 | 56 | 39 | 163 | 39 | 169 | 2 | 2 | 29 | 12 | 10 | ... | 6 | 6 | 47 | 20 | 96 | 230 | | | | | | | | | | | | |

# TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Second Quarter of 1886, as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of Accidents, and the Number of Passengers and others, and of Railway Servants, KILLED or INJURED in each Class of Accident.

SEE ALSO TABLE No. 4.

STATE IMPERIAL.

| | East Indian. | | | | | | | Rajputana-Malwa. | | | | | | | Southern Mahratta. | | | | | | | North-Western. | | | | | | | Eastern Bengal. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains, or parts of passenger trains | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line | 1 | ... | 7 | ... | ... | ... | 7 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | 7 | ... | ... | ... | 7 | 2 | 3 | 6 | ... | 1 | 3 | 7 |
| 3. Collisions between goods trains, or parts of goods trains | 5 | ... | ... | ... | ... | ... | ... | 6 | ... | ... | ... | 3 | ... | 3 | 1 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4. Collisions between light engines | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5. Passenger trains, or parts of passenger trains, leaving the rails | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 6. Goods trains, or parts of goods trains, engines, &c., leaving the rails | 6 | ... | ... | ... | ... | ... | ... | 8 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | 10 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 7. Trains or engines travelling in the wrong direction through points | 3 | ... | ... | ... | 2 | ... | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... |
| 8. Trains running into stations or sidings at too high a speed | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 9. Ditto over cattle on the line | 31 | ... | ... | ... | ... | ... | ... | 77 | ... | ... | ... | ... | ... | ... | 25 | ... | ... | ... | ... | ... | ... | 23 | ... | ... | ... | ... | ... | ... | 63 | ... | ... | ... | ... | ... | ... |
| 10. Ditto over obstructions on the line | 2 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 11. Ditto through gates at level-crossings | 1 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12. The bursting of boilers of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12(a). Ditto of tubes, &c., of engines | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 13. The failure of machinery, springs, &c., of engines | ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... |
| 14. Ditto of tyres | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15. Ditto of wheels | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. Ditto of axles | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 17. Ditto of brake apparatus | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18. Ditto of couplings | 1 | ... | ... | ... | ... | ... | ... | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 12 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 19. Ditto of tunnels, bridges, viaducts, culverts, &c. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20. Broken rails | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 21. The flooding of portions of permanent-way | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 22. Slips in cuttings or embankments | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 23. Fire in trains | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 52 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 24. Fire at stations, or involving injury to bridges or viaducts | 2 | ... | ... | ... | ... | ... | ... | 6 | ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 25. Other accidents | 2 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| TOTAL ALL CLASSES | 61 | .. | 7 | ... | 2 | ... | 9 | 133 | ... | ... | ... | 4 | .. | 4 | 34 | ... | ... | ... | ... | ... | ... | 147 | ... | 7 | ... | ... | ... | 7 | 78 | 3 | 6 | ... | 1 | 3 | 7 |
| Number of Passenger-miles | 233,320,968 | | | | | | | 110,724,200 | | | | | | | 9,486,232 | | | | | | | 148,352,440 | | | | | | | 40,334,307 | | | | | | |
| „ of Servants employed | 25,620 | | | | | | | 11,814 | | | | | | | 2,980 | | | | | | | 27,000 | | | | | | | 6,535 | | | | | | |
| Train mileage of all descriptions | 2,552,003 | | | | | | | 1,631,500 | | | | | | | 185,000 | | | | | | | 1,538,731 | | | | | | | 317,449 | | | | | | |

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Second Quarter of 1886, &c.—*continued.*

SEE ALSO TABLE No. 4.

| | STATE IMPERIAL—*concld.* | | | | | | | STATE PROVINCIAL. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WARDHA COAL. | | | | | | | NALHATI. | | | | | | | TIRHOOT. | | | | | | | NORTHERN BENGAL. | | | | | | | KAUNIA-DHARLLA. | | | | | | |
| | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains, or parts of passenger trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3. Collisions between goods trains, or parts of goods trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4. Collisions between light engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5. Passenger trains, or parts of passenger trains, leaving the rails | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 6. Goods trains, or parts of goods trains, engines, &c., leaving the rails | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 7. Trains or engines travelling in the wrong direction through points | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 8. Trains running into stations or sidings at too high a speed | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 9. Ditto over cattle on the line | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10. Ditto over obstructions on the line | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 11. Ditto through gates at level-crossings | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12. The bursting of boilers of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12 (a). Ditto of tubes, &c., of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 13. The failure of machinery, springs, &c., of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 14. Ditto of tyres | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15. Ditto of wheels | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. Ditto of axles | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17. Ditto of brake apparatus | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18. Ditto of couplings | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 19. Ditto of tunnels, bridges, viaducts, culverts, &c. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20. Broken rails | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 21. The flooding of portions of permanent-way | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 22. Slips in cuttings or embankments | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 23. Fire in trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 24. Fire at stations, or involving injury to bridges or viaducts | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 25. Other accidents | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TOTAL ALL CLASSES | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 10 | ... | ... | ... | ... | ... | ... | 30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Number of Passenger-miles | 935,281 | | | | | | | 731,651 | | | | | | | 15,239,491 | | | | | | | 11,925,750 | | | | | | | 391,895 | | | | | | | |
| " of Servants employed | (a) 436 | | | | | | | 140 | | | | | | | 2,508 | | | | | | | 2,088 | | | | | | | 198 | | | | | | | |
| Train mileage of all descriptions | 20,167 | | | | | | | 10,137 | | | | | | | 143,155 | | | | | | | 185,076 | | | | | | | 6,744 | | | | | | | |

(a) This includes 16 servants employed on colliery.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Second Quarter of 1886, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concluded.*

| | Dacca. | | | | | | | Cawnpore-Acherra. | | | | | | | Nagpur-Chhattisgarh. | | | | | | | Burma. | | | | | | | Jorhat. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains, or parts of passenger trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 3. Collisions between goods trains, or parts of goods trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4. Collisions between light engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5. Passenger trains, or parts of passenger trains, leaving the rails | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 6. Goods trains, or parts of goods trains, engines, &c., leaving the rails | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 7. Trains or engines travelling in the wrong direction through points | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 8. Trains running into stations or sidings at too high a speed | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 9. Ditto over cattle on the line | 7 | ... | ... | ... | ... | ... | ... | 16 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10. Ditto over obstructions on the line | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 11. Ditto through gates at level-crossings | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12. The bursting of boilers of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12 (a). Ditto of tubes, &c., of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 13. The failure of machinery, springs, &c., of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 10 | ... | ... | ... | ... | ... | ... |
| 14. Ditto of tyres | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15. Ditto of wheels | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. Ditto of axles | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17. Ditto of brake apparatus | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18. Ditto of couplings | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 19. Ditto of tunnels, bridges, viaducts, culverts, &c. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20. Broken rails | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 21. The flooding of portions of permanent-way | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 22. Slips in cuttings or embankments | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 23. Fire in trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 24. Fire at stations, or involving injury to bridges or viaducts | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 25. Other accidents | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| TOTAL ALL CLASSES | 7 | ... | ... | ... | ... | ... | ... | 25 | ... | ... | ... | ... | ... | ... | 18 | ... | ... | ... | ... | ... | ... | 9 | ... | ... | ... | ... | ... | ... | 14 | ... | ... | ... | ... | ... | ... |
| Number of Passenger-miles | 1,797,824 | | | | | | | 12,892,000 | | | | | | | 5,476,673 | | | | | | | 19,871,560 | | | | | | | 4,455 | | | | | | |
| " of Servants employed | 930 | | | | | | | 2,133 | | | | | | | 2,512 | | | | | | | 2,937 | | | | | | | 105 | | | | | | |
| Train mileage of all descriptions | 37,313 | | | | | | | 103,100 | | | | | | | 115,467 | | | | | | | 203,562 | | | | | | | 4,033 | | | | | | |

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Second Quarter of 1886, &c.—*continued.*

SEE ALSO TABLE No. 4.

GUARANTEED COMPANIES.

| | Madras. | | | | | | | South Indian. | | | | | | | Great Indian Peninsula. | | | | | | | Bombay, Baroda, and Central India. | | | | | | | Oudh and Rohilkhand. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains, or parts of passenger trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... |
| 3. Collisions between goods trains, or parts of goods trains | 1 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | 1 | ... | 1 | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 4. Collisions between light engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5. Passenger trains, or parts of passenger trains, leaving the rails | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 6. Goods trains, or parts of goods trains, engines, &c., leaving the rails | 4 | ... | ... | ... | ... | ... | ... | 7 | ... | ... | ... | 1 | ... | 1 | 4 | ... | ... | ... | 5 | ... | 5 | 7 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... |
| 7. Trains or engines travelling in the wrong direction through points | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 8. Trains running into stations or sidings at too high a speed | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... |
| 9. Ditto over cattle on the line | 19 | ... | ... | ... | ... | ... | ... | 48 | ... | ... | ... | ... | ... | ... | 30 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 42 | ... | ... | ... | ... | ... | ... |
| 10. Ditto over obstructions on the line | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... |
| 11. Ditto through gates at level-crossings | 1 | ... | ... | ... | 1 | ... | 1 | 3 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 12. The bursting of boilers of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12(a). Ditto of tubes, &c., of engines | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 13. The failure of machinery, springs, &c., of engines | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 14. Ditto of tyres | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15. Ditto of wheels | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. Ditto of axles | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17. Ditto of brake apparatus | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18. Ditto of couplings | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 19. Ditto of tunnels, bridges, viaducts, culverts, &c. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20. Broken rails | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... |
| 21. The flooding of portions of permanent-way | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 22. Slips in cuttings or embankments | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 23. Fire in trains | 14 | ... | ... | ... | ... | ... | ... | 7 | ... | ... | ... | ... | ... | ... | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 24. Fire at stations, or involving injury to bridges or viaducts | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 25. Other accidents | 2 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | 20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TOTAL ALL CLASSES | 42 | ... | ... | ... | 1 | ... | 1 | 76 | ... | ... | ... | 1 | ... | 1 | 68 | ... | ... | ... | 6 | ... | 6 | 35 | ... | ... | ... | ... | ... | ... | 59 | ... | ... | ... | ... | ... | ... |
| Number of Passenger-miles | 65,143,833 | | | | | | | 64,330,528 | | | | | | | 120,828,488 | | | | | | | 63,123,793 | | | | | | | 54,975,737 | | | | | | |
| " of Servants employed | 5,975 | | | | | | | 7,973 | | | | | | | 24,059 | | | | | | | 6,505 | | | | | | | 6,452 | | | | | | |
| Train mileage of all descriptions | 566,584 | | | | | | | 495,056 | | | | | | | 2,909,505 | | | | | | | 683,456 | | | | | | | 731,725 | | | | | | |

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Second Quarter of 1886, &c.—*concluded.*

SEE ALSO TABLE No. 4.

| | NATIVE STATES—*concluded.* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BHÁVNAGAR-GONDAL. | | | | | | | MYSORE. | | | | | | | JODHPORE. | | | | | | | TOTAL ALL RAILWAYS. | | | | | | | |
| | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | No. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains, or parts of passenger trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 | 3 | 20 | 2 | 2 | 5 | 22 |
| 3. Collisions between goods trains, or parts of goods trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 26 | ... | ... | ... | 4 | ... | 4 |
| 4. Collisions between light engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 5. Passenger trains, or parts of passenger trains, leaving the rails | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | ... | ... | ... | ... | ... | ... |
| 6. Goods trains, or parts of goods trains, engines, &c., leaving the rails | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 81 | ... | ... | ... | 6 | ... | 6 |
| 7. Trains or engines travelling in the wrong direction through points | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13 | ... | ... | ... | 2 | ... | 2 |
| 8. Trains running into stations or sidings at too high a speed | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... |
| 9. Ditto over cattle on the line | 4 | ... | ... | ... | ... | ... | ... | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 425 | ... | ... | ... | ... | ... | ... |
| 10. Ditto over obstructions on the line | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | ... | ... | ... | ... | ... | ... |
| 11. Ditto through gates at level-crossings | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 16 | ... | ... | ... | 1 | ... | 1 |
| 12. The bursting of boilers of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 12(a). Ditto of tubes, &c., of engines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 26 | ... | ... | ... | ... | ... | ... |
| 13. The failure of machinery, springs, &c., of engines | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 | ... | ... | ... | ... | ... | ... |
| 14. Ditto of tyres | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 15. Ditto of wheels | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. Ditto of axles | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | ... | ... | ... | ... | ... | ... |
| 17. Ditto of brake apparatus | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... |
| 18. Ditto of couplings | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 34 | ... | ... | ... | ... | ... | ... |
| 19. Ditto of tunnels, bridges, viaducts, culverts, &c. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20. Broken rails | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | ... | ... | ... | ... | ... | ... |
| 21. The flooding of portions of permanent-way | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | ... | ... | ... | ... | ... | ... |
| 22. Slips in cuttings or embankments | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | ... | ... | ... | ... | ... | ... |
| 23. Fire in trains | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 92 | ... | ... | ... | ... | ... | ... |
| 24. Fire at stations, or involving injury to bridges, viaducts, &c. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 | ... | ... | ... | 1 | ... | 1 |
| 25. Other accidents | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 47 | ... | ... | ... | ... | ... | ... |
| TOTAL ALL CLASSES | 4 | ... | ... | ... | ... | ... | ... | 14 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 903 | 3 | 20 | 2 | 16 | 5 | 36 |
| Number of Passenger-miles | 8,370,985 | | | | | | | 3,570,146 | | | | | | | 2,405,351 | | | | | | | 1,025,438,237 | | | | | | |
| „ of Servants employed | 742 | | | | | | | 868 | | | | | | | 244 | | | | | | | 146,324 | | | | | | |
| Train mileage of all descriptions | 99,916 | | | | | | | 40,141 | | | | | | | 13,934 | | | | | | | 12,987,365 | | | | | | |

TABLE

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during the
and the Number of RAILWAY SER

| RAILWAYS. | 1. Collisions between passenger trains, or parts of passenger trains. | 2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line. | 3. Collisions between goods trains, or parts of goods trains. | 4. Collisions between light engines. | 5. Passenger trains, or parts of passenger trains, leaving the rails. | 6. Goods trains, or parts of goods trains, engines, &c., leaving the rails. | 7. Trains or engines travelling in the wrong direction through points. | 8. Trains running into stations or sidings at too high a speed. | 9. Trains running over cattle on the line. | 10. Trains running over obstructions on the line. | 11. Trains running through gates at level-crossings. | 12. The bursting of boilers of engines. | 12 (a). The bursting of tubes, &c., of engines. | 13. The failure of machinery, springs, &c., of engines. | 14. The failure of tyres. | 15. The failure of wheels. | 16. The failure of axles. | 17. The failure of brake apparatus. | 18. The failure of couplings. | 19. The failure of tunnels, bridges, viaducts, culverts, &c. | 20. Broken rails. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **STATE IMPERIAL.** | | | | | | | | | | | | | | | | | | | | | |
| East Indian | 1 | 1 | 5 | 1 | ... | 6 | 3 | ... | 31 | 2 | 1 | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | ... |
| Rajputana-Malwa | ... | 2 | 6 | ... | 1 | 8 | 1 | ... | 77 | 3 | 2 | ... | 2 | 5 | ... | ... | 3 | ... | 10 | ... | 2 |
| Southern Mahratta | ... | ... | 1 | ... | ... | 4 | .. | ... | 25 | 1 | 1 | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... |
| North-Western | ... | 3 | 4 | ... | 2 | 10 | 3 | ... | 23 | 3 | 2 | ... | 19 | 8 | ... | ... | ... | ... | 12 | ... | ... |
| Eastern Bengal | ... | 2 | ... | ... | 1 | 1 | 2 | ... | 63 | ... | ... | ... | ... | 5 | ... | ... | 1 | ... | 1 | ... | ... |
| Wardha Coal | .. | ... | ... | ... | ... | .. | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| **STATE PROVINCIAL.** | | | | | | | | | | | | | | | | | | | | | |
| Nalháti | ... | ... | ... | ... | ... | 1 | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... |
| Tirhoot | ... | 3 | ... | ... | ... | 1 | 1 | ... | 2 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 | ... | ... |
| Northern Bengal | ... | 1 | 1 | ... | ... | 6 | ... | ... | 9 | 2 | ... | ... | ... | 4 | ... | ... | ... | ... | 2 | ... | ... |
| Kaunia-Dharlla | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dacca | ... | ... | ... | ... | ... | ... | ... | ... | 7 | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... |
| Cawnpore-Achnera | ... | ... | ... | ... | 2 | 3 | ... | ... | 16 | ... | 3 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... |
| Nágpur-Chhattísgarh | ... | ... | ... | ... | ... | 1 | 2 | 1 | 3 | ... | 1 | ... | 3 | ... | ... | ... | 1 | ... | 2 | ... | ... |
| Burma | ... | ... | 1 | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | 3 | ... | ... | ... | ... | 1 | ... | ... |
| Jorhát | ... | 1 | ... | .. | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | 10 | ... | ... | ... | ... | ... | ... | ... |
| **GUARANTEED COMPANIES.** | | | | | | | | | | | | | | | | | | | | | |
| Madras | ... | ... | 1 | ... | ... | 4 | ... | ... | 19 | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... |
| South Indian | .. | 1 | 2 | ... | ... | 7 | ... | ... | 48 | 1 | 3 | ... | 1 | 2 | ... | ... | ... | ... | ... | ... | ... |
| Great Indian Peninsula | ... | 1 | 3 | ... | ... | 4 | ... | ... | 30 | ... | 1 | ... | ... | 1 | ... | ... | 1 | ... | ... | ... | ... |
| Bombay, Baroda and Central India | ... | ... | 1 | ... | ... | 7 | 1 | ... | 3 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | 1 |
| Oudh and Rohilkhand | ... | 2 | 1 | ... | 1 | 2 | ... | 3 | 42 | 3 | 1 | .. | ... | ... | ... | ... | ... | ... | 1 | ... | 3 |
| **ASSISTED COMPANIES.** | | | | | | | | | | | | | | | | | | | | | |
| Darjeeling-Himalayan | ... | ... | ... | ... | 2 | 2 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Deoghur | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bengal and North-Western | ... | ... | ... | ... | 1 | 6 | ... | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rohilkhand-Kumaun (including Bareilly-Pilibheet) | ... | 1 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Thatôn-Duyinzaik | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Assam | ... | ... | ... | ... | 1 | 2 | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| **NATIVE STATES.** | | | | | | | | | | | | | | | | | | | | | |
| H. H. the Nizam's | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| H. H. the Gaekwar's | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bhávnagar-Gondal | ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mysore | ... | ... | ... | ... | 2 | 2 | ... | ... | 8 | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... |
| Jodhpore | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TOTAL 1886 | 1 | 18 | 26 | 1 | 15 | 81 | 13 | 4 | 425 | 15 | 16 | 1 | 26 | 41 | 1 | ... | 7 | 1 | 34 | ... | 6 |
| TOTAL 1885 | 1 | 14 | 19 | 7 | 16 | 80 | 19 | 6 | 491 | 1 | 14 | 12 | ... | 59 | 4 | 35 | 6 | 1 | 29 | 1 | 3 |

## No. 4.

Second Quarter of 1886, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS, VANTS Killed or Injured thereby.

| 21. The flooding of portions of permanent-way. | 22. Slips in cuttings or embankments. | 23. Fire in trains. | 24. Fire at stations, or involving injury to bridges or viaducts. | 25. Other accidents. | Total all Classes. | Number of Passengers and others. | | Number of Servants. | | Total all Classes. | | Mean miles of Railway open. | Number of Passengers carried. | Train mileage of all descriptions. | Passenger mileage. | Per mile open. | | | Total passengers. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | | | Number of Passengers carried. | Train mileage of all descriptions. | Passenger mileage. | Per million of passengers. | | Per million of passenger miles. | |
| | | | | | | | | | | | | | | | | | | | Killed. | Injured. | Killed. | Injured. |
| ... | ... | 4 | 2 | 2 | 61 | ... | 7 | ... | 2 | ... | 9 | 1,723 | 3,889,367 | 2,552,003 | 233,320,968 | 2,257 | 1,481 | 135,416 | ... | 1·799 | ... | 0·030 |
| 1 | 2 | ... | 6 | 2 | 133 | ... | ... | ... | 4 | ... | 4 | 1,411¼ | 1,798,861 | 1,631,500 | 110,724,200 | 1,275 | 1,156 | 78,458 | ... | ... | ... | ... |
| 1 | ... | ... | ... | 1 | 34 | ... | ... | ... | ... | ... | ... | 316 | 236,798 | 185,000 | 9,486,232 | 749 | 585 | 30,020 | ... | ... | ... | ... |
| ... | ... | 52 | 1 | 5 | 147 | ... | 7 | ... | ... | ... | 7 | 1,885 | 2,666,612 | 1,538,731 | 148,352,440 | 1,415 | 816 | 78,701 | ... | 2·625 | ... | 0·047 |
| ... | ... | ... | 1 | 1 | 78 | 3 | 6 | ... | 1 | 3 | 7 | 359 | 1,383,577 | 317,449 | 40,334,307 | 3,854 | 884 | 112,352 | 2·168 | 4·337 | 0·074 | 0·149 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 45 | 37,301 | 20,167 | 935,281 | 829 | 448 | 20,784 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 27¼ | 33,703 | 10,137 | 731,651 | 1,237 | 372 | 26,850 | ... | ... | ... | ... |
| ... | ... | ... | ... | 1 | 10 | ... | ... | ... | ... | ... | ... | 246 | 492,096 | 143,155 | 15,239,491 | 2,000 | 582 | 61,949 | ... | ... | ... | ... |
| ... | ... | ... | 3 | 2 | 30 | ... | ... | ... | ... | ... | ... | 249 | 260,316 | 185,076 | 11,925,750 | 1,045 | 743 | 47,894 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 37 | 23,036 | 6,744 | 391,895 | 623 | 182 | 10,592 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 7 | ... | ... | ... | ... | ... | ... | 86 | 128,416 | 37,313 | 1,797,824 | 1,493 | 434 | 20,905 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 25 | ... | ... | ... | ... | ... | ... | 253¼ | 486,000 | 103,100 | 12,892,000 | 1,919 | 407 | 50,906 | ... | ... | ... | ... |
| ... | ... | 2 | ... | 2 | 18 | ... | ... | ... | ... | ... | ... | 149 | 218,406 | 115,467 | 5,476,673 | 1,466 | 775 | 36,756 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 9 | ... | ... | ... | ... | ... | ... | 327 | 776,846 | 203,562 | 19,871,560 | 2,376 | 623 | 60,769 | ... | ... | ... | ... |
| ... | ... | ... | ... | 1 | 14 | ... | ... | ... | ... | ... | ... | 27 | 3,126 | 4,033 | 4,455 | 116 | 149 | 165 | ... | ... | ... | ... |
| ... | ... | 14 | ... | 2 | 42 | ... | ... | ... | 1 | ... | 1 | 861 | 1,540,068 | 566,584 | 65,143,833 | 1,789 | 658 | 75,661 | ... | ... | ... | ... |
| 2 | .. | 7 | ... | 2 | 76 | ... | ... | ... | 1 | ... | 1 | (a)654 | (a)1,853,897 | (a) 495,056 | (a) 64,330,528 | 2,835 | 757 | 98,365 | ... | ... | ... | ... |
| 2 | 5 | 10 | 5 | 5 | 68 | ... | ... | ... | 6 | ... | 6 | 1,502¾ | 2,214,159 | 2,909,505 | 120,828,488 | 1,473 | 1,936 | 80,405 | ... | ... | ... | ... |
| ... | 4 | ... | ... | 20 | 35 | ... | ... | ... | ... | ... | ... | 461 | 2,269,414 | 683,456 | 63,123,793 | 4,923 | 1,483 | 136,928 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 59 | ... | ... | ... | ... | ... | ... | 608 | 1,081,895 | 731,725 | 54,975,737 | 1,779 | 1,203 | 90,421 | ... | ... | ... | ... |
| ... | ... | ... | ... | 1 | 6 | ... | .. | ... | ... | ... | ... | 51 | 9,777 | 30,120 | 297,734 | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | 4¾ | 25,977 | 3,132 | 124,430 | 5,469 | 659 | 26,196 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 12 | ... | ... | ... | ... | ... | ... | 303 | 436,240 | 223,539 | 17,673,534 | 1,440 | 738 | 58,328 | ... | ... | ... | ... |
| ... | ... | 1 | ... | ... | 4 | ... | ... | 2 | 1 | 2 | 1 | 91 | 55,861 | 27,878 | 2,085,261 | 614 | 306 | 22,915 | ... | ... | ... | ... |
| ... | .. | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | 8 | 6,280 | 1,984 | 50,240 | 785 | 248 | 6,280 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 6 | ... | ... | ... | ... | ... | ... | 78 | 23,283 | 23,309 | 537,770 | 298 | 299 | 6,894 | ... | ... | ... | ... |
| ... | ... | 2 | ... | .. | 6 | ... | ... | ... | .. | ... | ... | 208 | 193,417 | 95,621 | 8,957,989 | 930 | 460 | 43,067 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 59 | 85,171 | 18,148 | 1,772,425 | 1,444 | 308 | 30,141 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | 193¼ | 214,917 | 99,916 | 8,370,985 | 1,112 | 517 | 43,317 | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | 14 | ... | | ... | ... | | ... | 140 | 107,892 | 40,141 | 3,570,146 | 771 | 287 | 25,501 | ... | ... | ... | ... |
| ... | . | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 64 | 57,169 | 13,934 | 2,408,351 | 893 | 218 | 37,630 | ... | ... | ... | ... |
| 6 | 8 | 92 | 18 | 47 | 903 | 3 | 20 | 2 | 16 | 5 | 36 | 12,427¼ | 22,609,878 | 13,017,485 | 1,026,735,971 | 1,768 | 1,010 | 79,296 | 0·133 | 0·885 | 0·003 | 0·019 |
| 5 | 5 | 121 | 7 | 71 | 1,057 | 1 | (b)2 | ... | 6 | 1 | 8 | 11,894¼ | 19,301,779 | 12,826,736 | 890,008,445 | 1,627 | 1,078 | 75,340 | ... | 0·052 | ... | |

(a) Excludes Pondicherry Railway.
(b) One was not a passenger.